

Minute Action

AGENDA ITEM: 19

Date: February 3, 2010

Subject: Redlands First Mile and Redlands Passenger Rail Project

Recommendation:* 1. Award Professional Services Contract C10079 in the not-to-exceed amount of \$7,390,150 to HDR Engineering, Inc. for the design, environmental, FTA processing, right-of-way acquisition, and land use services.

2. Approve amendment to Task 37910000, Commuter Rail Capital Expenses, increasing the budget authority by \$6,990,150 from FY09/10 undesignated fund balance.

3. Approve amendment to Task 38010000, Redlands Rail Extension, increasing the budget authority by \$400,000 from FY09/10 undesignated fund balance.

Background: This is a new contract. On November 4, SANBAG published Request for Proposal (RFP) No. C10079 for design, environmental, Federal Transit Administration (FTA) processing, right-of-way acquisition, and land use services for the extension of Metrolink to the proposed Rialto Avenue and E Street transit center in the City of San Bernardino and for the Redland Passenger Rail Project (RPRP). The Project contract to be awarded will be divided into three phases; (1) Preliminary Design, (2) Final Design, and (3) Construction Support.

A selection committee (Committee) comprised of staff from SANBAG, SCRRA (Metrolink), North County Transit District (Coaster), and the City of

*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

San Bernardino reviewed the RFPs to (1), determine a shortlist of firms for interviews and (2), select the most qualified consultant resulting from said interviews. On December 4, SANBAG received four (4) proposals from interested firms, in alphabetical order: HDR Engineering, Parsons Transportation Group, STV, and Wilson and Company. On December 16, the Committee shortlisted HDR and Wilson for interviews on December 21. Based on the interviews of these two firms, the Committee recommended HDR Engineering, Inc. as the firm most qualified firm to provide the requested services.

Based on scope and fee negotiations subsequent to the Committee's selection, staff recommends the approval of a not-to-exceed contract in the amount of \$7,390,150 for Phase 1 services, Preliminary Design, generally including preliminary engineering, environmental clearance, right-of-way acquisition, FTA processing, and land use services. This contract will be amended at a later date for Phase 2 and 3 services.

Financial Impact: Approval of Contract C10079 is not consistent with the 2009/2010 Fiscal Year Budget. The amendment to Task 37910000 would add \$6,990,150 to the existing Task Budget. The amendment to Task 38010000 would add \$400,000 to the existing Task Budget. The revenue source for both task amendments will be Measure I Commuter Rail funds accumulated during Fiscal Year 2008/2009.

Reviewed By: This item was reviewed by the Commuter Rail and Transit Committee on January 21, 2010 and unanimously recommended for approval. The agreement has been reviewed and approved as to form by SANBAG Counsel.

Responsible Staff: Mitch Alderman, Director of Transit and Rail Programs

SANBAG Contract No. **C10079**
by and between SANBAG and HDR Engineering, Inc.
for Redlands First Mile Project

FOR ACCOUNTING PURPOSES ONLY						
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID _____	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment			
Notes:						
Original Contract: \$ <u>6,990,150</u>		Previous Amendments \$ _____				
Contingency / Allowance Amount \$ <u>400,000</u>		Previous Amendments \$ _____				
		Contingency / Allowance Total: \$ _____				
		Current Amendment: \$ _____				
		Current Amendment Contingency / Allowance: \$ _____				
Contingency Amount requires specific authorization by Task Manager prior to release.						
Contract TOTAL ►						\$ <u>7,390,150</u>
* Funding sources remain as stated on this document unless and until amended by proper authority. Funding sources are those which are ultimately responsible for the expenditure.						
▼ Include funding allocation for the original contract or the amendment						
Main Task/Project	Level 1	Level 2	Cost Code/Object	Grant ID/Supplement	Funding Sources/ Fund Type (Measure I, STP, CMAQ, etc.)	Amounts for Contract Total or Current Amndmnt Amt
0379	000	000	52005	99008	MSI – Commuter Rail	\$ <u>6,990,150</u>
0380	000	000	52005	99008	FTA Section 5307	\$ <u>320,000</u>
0380	000	000	52005	99008	LTF Planning	\$ <u>80,000</u>
						\$ _____
Original Board Approved Contract Date: <u>2/3/10</u>				Contract Start: <u>2/8/10</u>		Contract End: <u>2/8/13</u>
New Amend. Approval (Board) Date: _____				Amend. Start: _____		Amend. End: _____
Allocate the Total Contract Amount or Current Amendment amount between Approved Budget Authority in the current year and Future Fiscal Year(s) Unbudgeted Obligation .						
Approved Budget Authority ►		Fiscal Year: <u>09/10</u> \$ <u>7,390,150</u>		Future Fiscal Year(s) – Unbudgeted Obligation ►		\$ _____
<input type="checkbox"/> Budget authority for this contract currently exists in Task No. _____ (C-Task may be used here.).						
<input checked="" type="checkbox"/> A budget amendment is required. A Budget Amendment Request is attached.						

CONTRACT MANAGEMENT	
Check all applicable boxes:	
<input type="checkbox"/> Intergovernmental	<input checked="" type="checkbox"/> Private
<input type="checkbox"/> Federal Funds	<input checked="" type="checkbox"/> State/Local Funds
<input checked="" type="checkbox"/> Disadvantaged Business Enterprise (DBE)	<input checked="" type="checkbox"/> Underutilized DBE (UDBE)

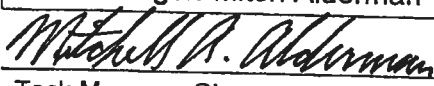
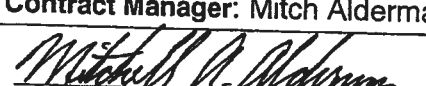
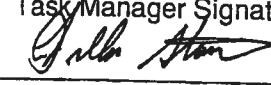
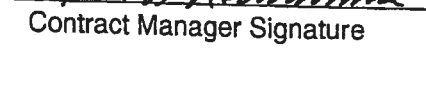
Task Manager: Mitch Alderman		Contract Manager: Mitch Alderman	
 Task Manager Signature		 Contract Manager Signature	
 Chief Financial Officer Signature		 Contract Manager Signature	
Date: <u>1/24/10</u>		Date: <u>1/26/10</u>	

EXHIBIT "A" SCOPE OF SERVICES

TASK 1 PROJECT MANAGEMENT AND ADMINISTRATION

This task includes management and administration activities that will be provided by the Consultant consistent with the technical scope of services and with the requirements of SANBAG. Management includes overview and coordination of the work to meet the requirements of the approved quality assurance and quality control process and that the deliverables are produced within schedule and budget. Elements included but not limited to coordination, reporting, quality control (QC), safety, and cost/schedule monitoring and control. The HDR team's project manager (PM) will be the single point of contact with SANBAG and will be responsible for the quality of the design and the delivery of the project milestones within schedule and budget.

TASK 1.1 PROJECT ADMINISTRATION

Activities

- 1.1.1 The Consultant will provide management and staff to plan, organize, direct, supervise, control, and coordinate administrative tasks.
- 1.1.2 Contract Administration includes issuance of new or amended work orders, obtaining of periodic reports on costs expended, receipt and certification of invoices, payment of invoices, compliance with all contract terms and conditions, receipt and routing of contract deliverables, and contract close-out. HDR will establish and implement an administrative and financial audit and reporting process based on contract requirements.
- 1.1.3 Accounting/Invoicing includes establishing and maintaining a system of cost accounts based on the Project's WBS and to provide monthly invoicing and progress reports for the status of work accomplished. Additionally, the dollar amount previously billed and the dollar amount projected during the reported month shall be reported.

Deliverables

- Monthly invoices and progress reports

TASK 1.2 PROJECT MANAGEMENT PLAN

Activities

- 1.2.1 Project Management Plan providing a detailed plan for management, a staffing plan, and a schedule for milestone completion. Work items and deliverables shall be identified in accordance with the Work Breakdown Structure (WBS), and a list of deliverables will be provided. The schedule included in the Project Management Plan will identify the critical path and will define the subtasks of Project Management, Baseline Analysis, Agency Coordination, Permitting, Planning, Preliminary Engineering, and Final Engineering (PS&E).
- 1.2.2 Prepare a Communications Plan as part of the PMP covering team communication and roles/responsibilities.

Deliverables

- PMP

TASK 1.3 PROJECT CONTROL

Activities

- 1.3.1 Develop and maintain WBS for task and subtasks.
- 1.3.2 Maintain control of documents in accordance with the SANBAG Document Control requirements.
- 1.3.3 Develop and provide monthly updated project schedule that will identify key milestone delivery schedules and depicting percent complete by task. Components shall be a narrative report of work accomplished, critical path analysis, identification of issues and description of measures to recover schedule, status of major changes, critical path methods schedule, percent complete and total float for each activity, work plan for next two months and updated planned and actual progress.
- 1.3.4 Project schedule submitted with the Monthly Progress Report complying with all contractually required deliverables, maintained and updated monthly with progress and forecast completion dates.
- 1.3.5 Prepare a Production Plan covering staffing, design scope, and CADD standards. Upon SANBAG's approval of the PMP, the HDR team will set up: 1) standard CADD files; 2) ProjectWise Accounts so that the team, including SANBAG, have access to all of the project files; 3) the folder structure so that the team knows where to store and retrieve documents; and 4) a Deliverables Log. The Deliverables Log will track each planned deliverable through its development, including when drafts are expected, scheduling of QC and agency reviews, actual submittal dates, who it was submitted to, when comments were received, and who resolved the comments and when.

Deliverables

- WBS
- Production Plan
- Project schedule updated monthly

TASK 1.4 QUALITY ASSURANCE PLAN AND IMPLEMENTATION

Activities

- 1.4.1 HDR will prepare a Quality Assurance/Quality Control Plan (QA/QC Plan) addressing procedures for report review, cost estimate checking, plan checking, comment resolution, peer reviews, and audits. The QA/QC Plan will address scope elements to meet standard professional engineering industry practices. HDR will submit the QA/QC Plan for approval within 30 days of NTP.
- 1.4.2 HDR will implement QA/QC by documenting reviews and retain copies of check prints and review documents as appropriate for reports, design and preparation of construction

documents. HDR will maintain a quality control database of reviews and will coordinate with the project team for QC documentation.

- 1.4.3 Formal QC reviews will be conducted in compliance with requirements of QA/QC Plan at each major deliverable milestone.
- 1.4.4 Quality Assurance Reviews will be conducted of selected deliverables. Assume two reviews taking two days apiece.

Deliverables

- Draft and Final QA/QC Plan

TASK 1.5 TRAINING AND SAFETY

Activities

- Training of the team's on-site railroad right-of-way personnel in accordance with the 49 CFR Part 214, Metrolink and BNSF safety training and will include:
 - Attend Metrolink/BNSF safety training classes;
 - Adherence to Metrolink/BNSF Safety Regulations;
 - Adherence to Federal Railroad Administration Safety Regulations;
 - Adhere to Occupational Safety Health Administration (OSHA) requirements;
 - Notification and Encroachment permits to enter ROW;
 - Arrange for flag protection.

Deliverables

- Training session attendance/certification

TASK 2 - AGENCY/PROJECT/UTILITY COORDINATION AND MEETINGS

HDR will support SANBAG with providing coordination with external agencies, jurisdictions and affected utilities during design development, environmental process, and property acquisition, and shall maintain coordination documents as part of the reference data utilized during the design. HDR will also provide support through arranging and attending internal and external coordination meetings.

TASK 2.1 AGENCY COORDINATION

Under the lead of SANBAG, HDR will support the coordination with external agencies, jurisdictions, and third-parties during environmental clearance and preliminary and final design development and shall maintain coordination documents. HDR will provide support by providing engineering drawings, sketches, technical memoranda, visual presentation materials, and attendance at presentations and coordination meetings. Assistance will be provided in making presentations to SANBAG as well as other outside agencies. Coordination with utility owners will include, but are not limited to, power, water, gas, fiber optics, communications, cable TV, and other utilities currently located or proposed within the Project footprint.

Activities

Support activities will be provided for, but not be limited to, coordination with the following jurisdictions, organizations, private companies, and agencies:

- 2.1.1 SANBAG
- 2.1.2 Railroads (Metrolink/BNSF/Amtrak/CHSRA)
- 2.1.3 Cities (San Bernardino, Loma Linda and Redlands)
- 2.1.4 Omnitrans/Cooper Carry
- 2.1.5 Permitting agencies (Caltrans/County/FRA/FTA/RWQCB/USACE)
- 2.1.6 CPUC
- 2.1.7 Private land owners
- 2.1.8 Utility owners
- 2.1.9 Schools/emergency services

Deliverables

- HDR will maintain files containing documentation of decisions made and communications with all listed parties above. HDR will submit these files to SANBAG during project closeout or at the request of SANBAG throughout the duration of this project.

TASK 2.2 MEETINGS

The following is a list of anticipated meetings that will be arranged for and attended by appropriate HDR team staff. An agenda will be prepared and distributed prior to each meeting. Meeting notes will be prepared and distributed after the meetings. Action item lists will be maintained.

Activities

- 2.2.1 Project Coordination Meetings: The HDR team will arrange for and attend bi-weekly project coordination meetings with key staff, task leaders, and SANBAG to discuss project reporting, coordination requirements and progress at the SANBAG office.
- 2.2.2 Project Development Meetings: The HDR team will arrange for and attend monthly Project Development Team meetings that will include the agencies discussed above at the direction of SANBAG.
- 2.2.3 Railroad/Transit Meetings: Coordinate and attend individual project working meetings to address technical issues and coordination with railroad agencies and Omnitrans/Cooper Carry to review design concepts and requirements.
- 2.2.4 Environmental Agency/Public Meetings: Attend public meetings to support the environmental process and outreach program.
- 2.2.5 CPUC Meetings: HDR will arrange for and attend meetings with CPUC through the permitting process.
- 2.2.6 Comment Resolution Meetings: Comment resolution meetings with reviewing agencies.

2.2.7 Utility and Private Property Owner Meetings: The HDR team will arrange for and attend meetings with utility and private property owners at the direction of SANBAG.

Deliverables

- Prepare meeting agenda, meeting minutes
- Maintain log of action items and resolutions

TASK 3 - BASELINE ANALYSIS AND ENGINEERING SUPPORT EVALUATIONS

This task includes baseline analysis and engineering support evaluation activities to support the engineering design process.

TASK 3.1 BASELINE ANALYSIS

Activities

HDR will prepare the existing conditions study/report that will contain the following elements:

- Collect and analyze existing physical data and as-built data from SANBAG, BNSF and Metrolink furnished materials. These elements include: track, grade crossings, communication and signals, geotechnical, hazardous materials, structures and culverts, roadways and streets, hydrology and drainage, ROW delineations, track charts, and utilities.
- The HDR Team will conduct a site visit of the project site to check existing conditions based on the information in previous activity. This activity will be documented in the existing conditions report.
- Conduct an inventory and condition assessment of the existing track, grade crossings, structures, signal system, active warning devices and related assets, and organize and update all available as-built drawings, track charts, signal circuit drawings, inspector report and other documents. Identify additional data needs for preliminary design and prepare a plan for acquiring the data.
- DEA Landscape Architects will photograph the project area to catalog the existing corridor conditions, front elevations of subject properties, and any additional photos deemed necessary to utilize during the theming and visionary process. An exhibit will be developed for use during team meetings indicating each property with address and usage (i.e. retail, etc.)
- Setup up a Mobile GIS data collection system to collect all existing conditions field data. HDR has used a similar system on other existing rail projects to conduct inventory and condition assessments. Once setup the mobile GIS system will enable staff the ability to efficiently collect accurate field data. The system will save time and money, since there is no need to transcribe field notes from maps and forms enter into a computer. Information collected in the field on the mobile GIS system can be downloaded directly into the computer after each and is ready to use in an electronic format. The system can also be setup to only accept certain known

values, which reduces errors that can happen in the field and during the transcription process from paper to computer.

Deliverables

- Site Visit Report
- Existing Conditions Study Report
- Updated track charts and inventory lists of track assets and condition.
- Updated signal and active warning device drawings, including lists and conditions of all signal and active warning device assets.
- Maintain files containing obtained records and field notes; provide SANBAG with those files during project closeout process.

TASK 3.2 SURVEYING AND MAPPING

Project Limits: Survey and Mapping data will be captured within the following project limits: The rail corridor from the Depot easterly to Rialto and E Streets; the Depot and adjacent rail yards; the rail corridor westerly and southerly from the Depot to the southern end Eastern Maintenance Facility (EMF) including the rail yard at EMF; the city streets in and around the Depot including 2nd Street and 3rd Street between Mt. Vernon and North I Street; North I Street, North J Street and North K Street between W. Rialto Avenue and 3rd Street and W. Rialto Avenue between North I Street and North K Street; and 1000-feet on either side of the rail centerline for North I Street, North G Street and North E Street.

3.2.1 Establish Horizontal and Vertical Control: The HDR team will establish horizontal and vertical primary control along the corridor to support the proposed 3D scanning task, land net surveys, topographic surveys, and future design and construction activities along the corridor. The primary control will be set in accordance with Caltrans survey standards and will be tied into the North American Datum of 1983 (NAD83 NSRS 2007) and the North American Vertical Datum of 1988 (NAVD88) or as specified by SANBAG. This task will also include setting control monuments, and preparing exhibits and Records of Surveys that depict monument locations and coordinates, conducting property line surveys for ROW acquisition, perform real property appraisals, locating utility lines, identify geotechnical and pot-hole locations, and prepare construction support documents such as construction easements, plats, and legal descriptions. These services shall include the Redlands Branchline from the San Bernardino Depot, MP 0.0+/- to Redlands University, MP 10.2+/-.

The Consultant will research available NGS, Caltrans, and County horizontal and vertical control datums and monumentation within the project vicinity. The Consultant will work with SANBAG to select the proper horizontal and vertical datum for the project. Upon selecting the appropriate datums, the Consultant will research local monumentation for a basis of the project control survey. The Consultant will set permanent monuments along the project alignment at approved intervals and locations. The Consultant will conduct a precise GPS control survey with GPS static methods to establish horizontal coordinate values and will perform a digital level run to establish vertical elevation values for the project monuments. The survey control procedure and values will be used and documented on a Record of Survey defined in a subsequent task, Pre-Construction Record of Survey.

- 3.2.2 Preliminary Title Reports/Existing Legal Descriptions: The HDR team will order preliminary title reports on adjoining land ownerships to obtain legal descriptions of boundaries and easements and for future use in acquisition.

The Consultant will research record maps with the County of San Bernardino, City of Redlands, Caltrans, and railroad right-of-way maps and records through Metrolink/SCRRA and the State Board of Equalization as required. The Consultant will review preliminary title reports, with copies of vesting deeds, easements, leases, and other referenced documents for all acquisition parcels identified in the previous project plans and reports.

Note: This task assumes +/- 44 title reports will be reviewed and filed.

The Consultant will review all records research and conduct a field survey of landnet monuments and field evidence of property boundaries and rights-of-way. Field and record data will be analyzed and boundary line locations will be fixed. All locatable easements and encumbrances from title reports will be plotted. A hardcopy base right-of-way map plot and electronic copy will be prepared.

- 3.2.3 Aerial Photography: Aerial photography will be obtained for the 10-mile Redlands Branchline corridor. The limits of the photography will include a swath of approximately 1,000-feet centered on the apparent centerline of the existing railroad corridor. The aerial photography will be prepared in conformance with National Map Accuracy standards. Horizontal and vertical aerial control panels will be set to meet aerial triangulation requirements. A 3" pixel color Digital Ortho Photo and Infra Red Digital Ortho Photo will be prepared for the limits described. In addition, a mosaic photo of the project area will be prepared, mounted on 1" gator board and delivered as a part of this task. The digital orthophotos will be delivered in a geo-referenced TIFF format.

- 3.2.4 Ground/3D Laser Scanning (HDS) Surveys: Conventional ground surveys and 3D Laser Scanning (HDS) methods will be utilized to complete detailed topographic surveys along the 10-mile corridor. These surveys will include the existing rails, ballasts, edge of pavement and concrete, top of curb, flowline, sidewalks, striping, traffic and street signs, bridge clearances and other surface visible features within the requested project area.

HDS methods will be used along the rail. The HDS scanning equipment will be mounted onto a Hi-Rail vehicle so the unit can operate on the rails. This will allow the best capture of data through the rail corridors and the rail yards. The HDS scanning equipment will then be re-mounted into a regular vehicle to capture surface streets within the project limits. Terrestrial HDS scanners will also be used in some areas that are not accessibly by vehicle. Conventional survey methods will also be used as a quality control measure and to capture measurements such as identifying visible surface utility features, sewer and storm drain manhole inverts and features that are obstructed from normal view.

The HDS data collected along with the conventional survey data will be mapped and a digital terrain model collected. The limits of mapping will include the limits of right of way for the rail corridor, back of walk to back of walk for city streets and top of rail, rail features, existing platforms and ground shots within the limits of right of way for the rail yards and

Depot. The topographic mapping will be prepared in a Microstation format and the digital terrain models will be prepared in an InRoads format.

The HDS data collected along with the conventional survey data will be mapped and a digital terrain model collected. The limits of mapping will include the limits of right of way for the rail corridor, back of walk to back of walk for city streets and the limits of right of way for the rail yards and Depot. The topographic mapping will be prepared in a Microstation format and the digital terrain models will be prepared in an InRoads format.

Additional data will be collected by the mobile and terrestrial scanners. While only specific limits, as stated above, will be mapped under this scope of service, additional data can be extracted from the scan clouds as an additional and optional service.

It will be necessary to coordinate with the rail operators throughout the operation and utilize flagman services as required by the railroad authorities.

Bridge Surveys: Detailed information for overhead bridge structures will be provided. This data will be extracted from the HDS scan data and supplemented with conventional surveys if necessary. The information that will be extracted from the scan data may include abutments, bents, soffits, clearance measurements and top of bridge deck.

Utility Pothole and Geotechnical Locations: Conventional field survey methods will be performed to locate utility pot holes and geo technical locations within the project area and as identified by the design team. For the purposes of this proposal 40 field crew hours has been estimated for this task.

- 3.2.5 Prepare Topo and Existing ROW Information: With the use of HDS, surface information such as top of rail, edge of pavement, edge of traveled way, curb and gutter, and other surface visible features in the rail and road rights-of-way are safely captured in the scan data. Conventional ground surveys will also be utilized to supplement the HDS data and to perform quality control.

Deliverables

- Survey Methodology Report
- Project survey control notebook
- Project Survey Control Drawing (one sheet)
- Preliminary Title Reports
- Topographic mapping – Microstation Format
- Digital Terrain Model – InRoads Format
- Digital Orthophoto – GeoReferenced TIFF
- Digital InfraRed Orthophoto – GeoReferenced TIFF
- Digital Video and/or Photos
- Existing right-of-way retracement survey and record of survey

- Raw data survey notes and hardcopy plot of boundary lines
- Delivery of electronic version of boundary lines to design engineers
- Filed Record of Survey

TASK 3.3 TRAFFIC STUDY

Activities

- 3.3.1 Data Collection and Review: The HDR team will perform a traffic study to address potential impacts associated with temporary traffic disruption during project construction and the proposed permanent closures of 3rd Street and I Street.
- 3.3.2 Conduct Traffic Study: The HDR team will meet with the city of San Bernardino and Caltrans staff to review the proposed roadway changes to obtain their recommendations and comments, as well as their concurrence on the scope of the traffic study. Existing traffic counts from recent traffic studies (e.g., Mount Vernon Bridge replacement) will be utilized to the extent possible. New traffic counts will be conducted as needed. Construction period traffic volumes will be developed using a manual redistribution of traffic resulting from detours. Future year traffic forecasts will be developed using a regional travel demand model (e.g., East Valley Model or SCAG RTP model), incorporating the pending improvements to I-215 and the proposed roadway changes resulting from the proposed project. Trip reductions from the proposed Transit Oriented Development will also be included. Existing and future intersection levels of services will be calculated using City of San Bernardino and SANBAG methodologies. Based on the results of the traffic study, mitigation measures will be recommended to reduce impacts to a less than significant level.

Deliverables

- Draft and Final Traffic Study Report
- Draft and Final Traffic Management Plan

Assumptions

- Analysis of existing, opening year, and design year conditions, including impact of permanent street closures on up to 12 intersections for a.m. and p.m. peak hours
- Analysis of existing and construction year conditions (detour impacts) on up to 8 additional intersections for a.m. and p.m. peak hours
- Roadway segment counts at 15 locations
- SCAG 2008 RTP model will be use for long-term traffic forecasts
- No analysis will be required of the need for or potential benefits of grade separations at any crossing
- Delay and queuing analysis at three at-grade crossings
- Traffic generated by proposed multi-modal station on E Street will be included as a related project in the traffic study, but analysis of impacts of station-related traffic is not included.

- Attendance at 6 PDT meetings and 6 team or other meetings.

TASK 3.4 UTILITY BASE MAPPING

Activities

- 3.4.1 Data Collection and Review: Collect existing and available utility data by contacting Underground Service Alert of Southern California, utility companies, and by field observation. The HDR team will send letters to known utility owners in the Project vicinity, based on the results of the Underground Service Alert search, requesting their as-built plans along with identifying their project corridor. The HDR team will follow up with phone calls and requests for meetings to expedite receipt of the information.
- 3.4.2 Prepare Utility Base Map/Matrix: The HDR team will prepare the utility base map by plotting the location of the existing utilities based on obtained information. Prepare matrix of all identified utilities.

Deliverables

- Base map showing existing utility locations
- Utility Matrix

TASK 3.5 GEOTECHNICAL INVESTIGATION

Activities

- 3.5.1 Research, Investigation Plan and ROE: The Project team will assist SANBAG in preparing permits and obtaining right-of-entry to private and public agency's properties including Metrolink, BNSF, Caltrans, and other entities to support geotechnical field investigations. Prepare and submit a Geotechnical Investigation Plan for borings and laboratory analysis for all facilities, including rail roadbed, grade crossings, and the station site to SANBAG for approval. Mark boring locations in the field and notify Underground Service Alert of Southern California in accordance with established procedures.
- 3.5.2 Drilling and Laboratory Testing: Conduct drilling by hollow stem auger consisting of 2 borings to 70 feet deep, 6 borings to 30 feet deep, and 6 borings to 10 feet deep, laboratory testing, and prepare technical report and boring logs with design recommendations. Field surveys will be conducted to tie boring holes to the grid coordinate system. Borings will be backfilled with on-site materials. Borings in paved areas will be sealed with asphalt. Work in existing rail right-of-way will be coordinated with Underground Service Alert and the property owner(s) and conducted in accordance with their safety requirements.
- 3.5.3 Geotechnical Report: Prepare a technical report identifying boring locations, boring logs, soil classifications, laboratory testing results, suitability of materials at existing on-site borrow pit locations if required, geologic and seismic hazards evaluation, seismic design parameters, foundations design data, soils resistance to lateral loads, stability of excavations, evaluation of corrosivity, suitability of excavated materials for fill or structural backfill,

recommendations for earthwork requirements, and structural section thickness of base, subbase, pavement, and track roadbed.

A separate report will be prepared for the new wall located within Caltrans right-of-way at SR-215. The report will be prepared in accordance with the Caltrans Requirements for a PS&E level structure design.

Deliverables

- Geotechnical Investigation Plan
- Right-of-entry permits
- Draft and Final Geotechnical Report that includes, at a minimum, the following items:
 - Description of site conditions and topography
 - Description of the site geologic setting, and seismicity
 - Discussion of existing or anticipated groundwater conditions and depth to groundwater (encountered or estimated from available data), including management of groundwater both during construction and after the Project is complete
 - Description of exploration and sampling methods and equipment, including description of geophysical or in situ test methods (if utilized)
 - Description of the geotechnical profile encountered at the site, including site soil description and classification, by stratum
 - Description of any difficulties and/or obstructions encountered during subsurface exploration
 - Results of laboratory tests and a description of test methods
 - Evaluation of geological and seismic hazards
 - Engineering analysis and geotechnical recommendations for various components of the project that require geotechnical considerations
 - Materials and pavements recommendations
 - Site and subgrade preparation
 - Construction considerations

TASK 4 - DESIGN REFINEMENT/OPERATIONS MODELING/ROW DEFINITION/ENVIRONMENTAL CLEARANCE

This task includes items required to refine the current rail alignment to define the project footprint, to define the required right-of-way to initiate the environmental clearance and right-of-way acquisition processes. This task includes the development of the design criteria manual, refinement of the current rail alignment and design, right-of-way certification, and the environmental clearance process.

TASK 4.1 DESIGN CRITERIA MANUAL

Activities

The Consultant will prepare a recommended Design Criteria Manual for this project based on the assessment of the previous reports prepared for this project and design criteria, standards, guidelines, and recommended practices per Metrolink, BNSF, and AREMA to address alignment geometry, operation and facility requirements for freight and passenger service, drainage, bridge, culvert, and structures, retaining walls, seismic events, utilities, fencing, traffic control, pedestrian crossings, grade crossings, signage, striping, traffic control, and right-of-way. The HDR team will submit the draft Design Criteria Manual to SANBAG and Metrolink for approval.

Deliverables

- Draft and Final Design Criteria Manual

TASK 4.2 DESIGN REFINEMENT AND OPERATIONS MODELING

Activities

- 4.2.1 Develop a schematic for the track configuration based on (1) anticipated scheduled train movements, (2) the requirements that will be obtained from the stakeholders, and (3) concepts that will be further developed including what was proposed in the Project Understanding and Approach Section of this proposal.
- 4.2.2 Prepare an RTC model of the existing and proposed Metrolink passenger rail service at San Bernardino and vicinity, consisting of:
- Verification of a baseline model provided by Metrolink of the existing rail infrastructure and operation, bounded by Summit, Riverside, Claremont, and Redlands, using BNSF and Metrolink train files;
 - Preparation of revisions to the existing model to simulate the proposed passenger and BNSF freight joint rail operation, including both Metrolink and Amtrak passenger trains to validate its feasibility, reliability, capacity, and conflicts, and the efficacy of the proposed infrastructure.
 - Validation of the track and train-control system infrastructure proposed to support the proposed operation, and recommended modifications to the proposed track and train-control system infrastructure that will enable the proposed operation to function reliably and with the predetermined capacity and proposed schedule;
 - Proposed modification of the infrastructure and schedule, if required, to provide reliable passenger and freight train service.

4.2.2.1 Modeling Coordination

The purpose of this work element is to coordinate RTC and operational modeling services with the infrastructure design teams, Metrolink, Amtrak, and BNSF.

Objectives

Manage coordination activities using meetings and on-site field observation of infrastructure. Meetings shall consist of:

- Initial kickoff meeting with Metrolink to understand project scope, proposed passenger schedule, required passenger train operational needs, and proposed infrastructure.
- Operational coordination kickoff meeting with Metrolink, Amtrak, and BNSF to determine host and tenant railroad operational needs, possible effects of the proposed new service, possible mitigation strategies for the proposed new service, and fatal-flaws analysis.
- Base-case verification meeting with Metrolink, Amtrak, and BNSF to review validity of base case and resolve variations or known uncertainties.
- Four coordination meetings to review proposed operational scenarios and effects, and make adjustments to passenger train schedules, infrastructure, and host and tenant railroad effects, to improve cost-benefit relationship of the proposed capital investment and operating and maintenance costs. These meetings may include Metrolink, Amtrak, and BNSF.

Deliverables

- Meeting minutes and documentation of variations and uncertainties revealed in the RTC modeling process.

Assumptions

- Meetings shall be attended by three HDR operations/modeling experts, will last up to six hours each, not including travel time, and will be held in the Los Angeles area.
- Metrolink, Amtrak, and BNSF will provide representatives when necessary for meetings.

4.2.2.2 RTC Modeling

HDR will verify and modify the existing Rail Traffic Controller (RTC) dispatching model owned by Metrolink to test existing and proposed track infrastructure to best match the actual and expected railroad operating conditions. The focus of the modeling effort is the San Bernardino station area and the proposed Redlands extension, but effects will be modeled and analyzed to the boundaries of Summit, Claremont, and Riverside.

The work plan consists of:

- Developing a Base Case model for the enter the project limits of existing track alignment, train schedules or typical schedules if not fixed, and operating conditions.
- Verifying the Base Case with enter the client name Metrolink, Amtrak, and BNSF enter the railroad name to ensure it captures typical operating conditions, operating reliability, and operating methods.
- Developing with enter the client name Metrolink, Amtrak, and BNSF enter the railroad name an understanding of their operating needs, operating issues, methods of providing

operating flexibility and reliability including during maintenance-of-way work, and future operating plans.

- Incorporating the proposed passenger train schedule, track infrastructure, and train-control system into the New Case model, and making modifications, if any are required, to that infrastructure to enable the New Case model to fulfill both the proposed passenger train schedule and the requirements for capacity, flexibility, operational methods, and future capacity designated by Metrolink, Amtrak, and BNSF.
- Reviewing the New Case RTC model and the proposed supporting infrastructure required by that model, with Metrolink, Amtrak, and BNSF, and making up to three rounds of changes, if any are requested by Metrolink, Amtrak, and BNSF.
- If the proposed passenger train schedule, when modeled, reveals requirements for any impracticalities of infrastructure that would be economically infeasible to construct, HDR will propose an alternate passenger train schedule, and create the New Case using this alternate schedule.

4.2.2.3 Data Collection

Under this task, the team will work with the client and operating railroads to obtain the following data:

- Track Charts including vertical and horizontal alignments
- Wayside Signal Line Maps
- Employee Timetables and applicable General Orders
- Current and proposed train schedules for passenger trains
- Current typical operating plans for local trains and industry switchers, including work events, reworks, requirements for track for staging and sorting their trains en route, and industrial service commitments
- Current typical operating plan for through trains, including the typical range of variability of the through trains including frequency, time of appearance in the territory, length, and work events.
- Train IDs and train consists including locomotive types, train tonnage, train length, and typical ranges of variability
- Typical and potential passenger train schedules, consists, and operating needs
- List of at-grade highway/rail crossing information with AAR/DOT number and existing warning devices.
- List of current and proposed crew change locations
- List of current and anticipated rail-served customers in the modeled territory
- Any current and proposed inspection locations and fueling locations

Deliverables

- Meeting minutes from operations meeting

- Operational summary of existing conditions for review by Metrolink, Amtrak, and BNSF, including one round of corrections.

Assumptions

- It is assumed the operations meeting and site visit will require 40 hours not including travel time to the location.
- Metrolink, Amtrak, and BNSF will provide access to their operating rules and methods, and Metrolink and BNSF will provide access to their train files.
- Metrolink, Amtrak, and BNSF will provide a representative that is fully knowledgeable of current operating practices in that territory for the site visit.

4.2.2.4 Train Performance Calculator

To establish the range of possible trip times, the HDR Team will develop a Train Performance Calculation (TPC) model for a single passenger train each way between San Bernardino and Redlands, based on the systems existing geometric data. The TPC simulation will be run and calibrated to existing conditions to ensure that the base case represents a realistic picture of current operational dynamics. The existing system TPC will include the following:

- Horizontal and vertical track characteristics developed from data collected in Task 4.2.2.3.
- Permanent speed restrictions developed from timetables and track charts, including any proposed changes
- Station stops and planned work events, if applicable.

The TPC Calculator will be used to identify the speed restrictions and the effect of proposed speed increases. These speed increases will be modeled and a comparison between the base case and the proposed scenarios to identify the potential improvements.

Deliverables

- TPC Graph indicating the train performance, base case
- TPC Graph indicating the train performance, alternative case
- TPC Graph indicating the train performance, Base Case and Alternative Case.

Assumptions

- The TPC is an unimpeded train run time and reflects the best possible time a train set could achieve.
- Locomotive and passenger car specifications will be supplied by the client or manufacturer.
- It is assumed that the proposed scenario will include one speed limit adjustment.

4.2.2.5 RTC Base Case Scenario

Utilizing the TPC model HDR, will migrate the Base Case TPC model into a dispatching model that will include the following:

- Horizontal and vertical track characteristics developed by the TPC
- Permanent speed restrictions developed from timetables and the TPC
- Wayside signal locations and types developed from signal line maps for the existing signal system
- Current train schedule and operating procedures
- HDR will prepare for one meeting to present the Base Case scenario to the operating railroads for verification of the model

4.2.2.6 RTC New Case Analysis

HDR will develop a New Case examining the proposed system improvements, to include the following:

- Double-track from San Bernardino to Redlands, and associated crossovers and turnouts
- Proposed station platform, mainline, crossover, and layover facility at San Bernardino
- Any modifications or additions to the proposed infrastructure necessary to make the New Analysis case operate the passenger train schedule reliably, to meet the existing operating requirements of the host railroads, and to incorporate the future capacity needs of the host railroads.
- Three modifications of the passenger schedule, if required.

Deliverables

- Meeting minutes from the operations meetings
- RTC Base Case Memo describing the existing conditions and potential constraints
- RTC New Case Memo describing the RTC results and a preferred alternative
- Proposed passenger train schedule

4.2.2.7 Contingency Modeling Analysis

The Contingency Analysis Task considers:

- ripple effects of the proposed new passenger rail operation and configuration of the San Bernardino station area beyond the proposed limits of the model;
- modifications to arrangements of the San Bernardino station, San Bernardino-Redlands main tracks, and layover areas that are required during late-stage engineering or environmental clearance or permitting;
- revisions to train files during the process from the host or tenant railroads;
- other infrastructure requirements or additions at locations other than the core study area;
- other modeling tasks as directed by Metrolink.

Assumptions

- The contingency task is a “level of effort” task limited to the budget predicted. Tasks beyond the level of effort would be extra to this scope of work.

Deliverables

- As defined by each contingency.

4.2.3 Prepare proposed project footprint plan based on iterating the first two activities.

Deliverables

- Documentation of project requirements from stakeholders
- Track configuration schematic
- Operations analysis
- Roll plot exhibits for refined track configuration showing project footprint

TASK 4.3 RIGHT-OF-WAY DEFINITION

Activities

4.3.1 The HDR team will identify anticipated right-of-way and construction easement requirements consistent with requirements to perform preliminary engineering and will prepare supporting drawings, legal descriptions, construction easements, and plats.

Deliverables

- ROW sketches
- ROW definition drawings
- Title reports
- Property plats and legal descriptions

TASK 4.4 ENVIRONMENTAL CLEARANCE

The HDR team will provide both technical and administrative environmental services to support SANBAG in obtaining the necessary environmental clearance for the Project.

Activities

4.4.1 Strategy, Background, and Scoping

- The HDR team shall prepare a memo identifying different potential environmental clearance strategies for the Project with options, considerations, and recommendations for SANBAG's consideration. The discussion will include the differences in strategy for permitting the Project versus both First Mile and Redlands Rail projects together. The HDR team will be available to discuss and assist SANBAG in the identification of the appropriate CEQA and NEPA documents.
- Given the federal funding sources being considered for the project, the HDR team will recommend Federal Lead Agencies and identify advantages and disadvantages for SANBAG to consider.
- The HDR team will prepare the Executive Summary section of the environmental document, which may include information on Project's location and background, the current environmental setting, agency coordination, project alternatives and

discarded alternatives, project purpose and need, project approvals and permits; and a summary of impacts and mitigation measures. The statement on purpose and need may include information on current operational deficiencies, current and future traffic conditions, growth trends and development, and project objectives. The chapter on affected environment may include information on aesthetics; biological resources including wetlands, geology, soils, and seismicity; hydrology and flood plains, cultural resources, air quality, noise, hazardous waste, land use, public services and utilities, socioeconomic conditions, and traffic and transportation.

- The HDR team will prepare a project newsletter and invitation to scoping meeting. The HDR team will also prepare for and conduct the scoping meeting.
- Additionally, the environmental consequences (effects) and mitigation measures of the foregoing will be addressed. The HDR team may also be required to identify unavoidable adverse environmental impacts, cumulative impacts, environmental justice (NEPA), irreversible environmental changes, and growth-inducing impacts.
- The environmental document may also include information on public agency/organization consultation and coordination and persons that were involved with the environmental document preparation, as well as technical appendices and a bibliography and index.

4.4.2 Environmental Technical Memos: The HDR team may be required to perform studies and prepare technical reports in support of the environmental documents and/or review data as follows:

4.4.2.1 Acquisitions and Displacements – The HDR team will prepare an environmental justice/ community impacts technical memorandum that would include a demographic profile of the community as well as types of land uses that exist in the surrounding community. The technical memorandum will evaluate impacts to the local community during construction and operation, including disruption of pedestrian access due to street closures on 3rd Street and I Street. The analysis will also address issues associated with the displacement of residents, consistency with existing land use policies, compatibility of the project with existing land uses, and the availability of replacement housing for displaced residents. Other impacts discussed in the traffic, air quality, noise, geology, and hazardous materials technical reports will also be referenced in this memo.

4.4.2.2 Air Quality - The HDR team will analyze the air quality impacts caused by the increase in the number of train trips between the Santa Fe Depot and the Transit Center, motor vehicle trips generated by the proposed project and the construction of the project. The South Coast Air Quality Management District's CEQA Air Quality Handbook will be utilized as a guideline to evaluate construction impacts.

- The HDR team will prepare a transportation conformity analysis based on U.S. Environmental Protection Agency (EPA) regulations.
- The HDR team will prepare an environmental setting section to describe the existing environmental conditions and the current air

quality regulatory environment as it applies to this proposed action. The HDR team will summarize meteorological and climatological data for the project study area using available monitoring data collected at the nearest monitoring station by the California Air Resources Board (CARB). The pollutants of concern in the proposed Project area and their known health effects will also be described. The existing federal ambient air quality standards, the Basin's attainment status with regard to those standards, and a discussion of applicable air quality goals, policies, and attainment plans of federal, state and local agencies, including the region's most recent air quality plans will be summarized. A discussion of the transportation conformity applicability requirements will be provided.

- The HDR team will prepare a discussion on the potential for air quality effects. This discussion will describe the air quality criteria used to identify adverse impacts. We also will describe the methodology used to estimate construction and operational emission levels and compare it to the respective threshold. Localized carbon monoxide impacts will be evaluated using the methodology prescribed in the Caltrans Transportation Project-Level Carbon Monoxide Protocol (December 1997). Localized PM10 and PM2.5 impacts will be evaluated using the methodology prescribed in the Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in PM10 and PM2.5 Nonattainment and Maintenance Areas (EPA, March 2006).
- The potential for impacts related to the localized emissions of mobile-source air toxics will also be evaluated based on guidance provided by the FHWA in their February 2006 guidance memorandum titled Interim Guidance on Air Toxic Analysis in NEPA Documents. If any adverse air quality impacts are identified, we will identify potential avoidance, minimization, and/or mitigation measures to reduce or eliminate these adverse impacts.
- The HDR team will address the proposed Project's contributions towards global warming by analyzing emissions of greenhouse gas emissions. Carbon dioxide equivalent (CO2e) emissions associated with construction equipment and vehicle activities associated with implementation of the proposed Project will be evaluated using the URBEMIS2007 model and EMFAC2007 emission factors. Although there are currently no thresholds available to identify what would constitute a "finding of no significant impact" for construction and/or commercial developments, we will consult EPA and ARB staff and experts to appropriately address this issue. If any adverse air quality impacts are identified, we will identify potential avoidance, minimization, and/or mitigation measures to reduce or eliminate these adverse impacts.

- 4.4.2.3 **Biological Resources** - The HDR team will conduct a reconnaissance-level biological survey to determine if special-status species, including burrowing owl and San Bernardino kangaroo rat, have potential to occur within the project site. The scope of the biological survey will also include potential jurisdictional features such as drainage swales. If potential jurisdictional features are identified during the survey, the HDR team would conduct a jurisdictional delineation to map the extent of state and federal jurisdiction within the project footprint and prepare a jurisdictional delineation report to describe baseline conditions on the site. The report would include methods, results and an exhibit showing the size and location of any jurisdictional areas along with a preliminary determination form consistent with the requirements of USACE, CDFG, and the Regional Water Quality Control Board (RWQCB). The HDR team would then calculate the temporary and permanent project impacts to state and federal jurisdictional waters. A draft copy of the report would be made available to SANBAG for review and comment prior to finalization and would include permitting strategies for implementation of the project. The HDR team will provide SANBAG with a summary of the biological findings and schedule a meeting to discuss any required actions.
- 4.4.2.4 **Cultural Resources** - The HDR team will conduct a records search of previously recorded sites and a reconnaissance survey of areas where ground would be disturbed for the project. The HDR team will compile mitigation measures to be implemented if archeological remains are discovered during construction. If buildings are identified that need to be substantially altered or demolished for the Project, Section 15064.5 of the CEQA Guidelines would be used to analyze whether the building is a historical resource, and if so, whether the effect would be significant. Mitigation measures would be prepared, including archival documentation of the building prior to demolition or substantial alteration. The impact could still be considered significant, and the HDR team would work with SANBAG to determine the appropriate course of action.
- The HDR team would coordinate the Section 106 process per the National Historic Preservation Act starting with consultation with the State Historic Preservation Officer (SHPO) to establish the identification methodology and the Area of Potential Effect (APE). The HDR team would conduct an initial windshield survey of the area to identify historic context topic areas. The HDR team would review information from the California Historic Resources Information System database and local inventories and previous historical resources surveys to identify known resources and areas of sensitivity and map areas which have already been surveyed. The HDR team would also consult with local historical societies, museums, preservation organizations, and other government agencies that may have information on historic properties in the project vicinity.
 - The HDR team would prepare the historic context statement, survey forms (DPR523) for historic properties, a Determination of Eligibility

Report and submit to SHPO for concurrence. Information gathered during this process will be used to prepare cultural resources setting section of the IS/EA.

- In the unlikely event that one of the buildings in the APE is found eligible for the National Register, the HDR team would conduct impact analysis for the project and alternatives per the criteria of adverse effect and coordinate with design team as needed to reduce impacts to historic properties early in the process, if possible. The HDR team would prepare Determination of Effects Report and submit to SHPO for concurrence. If needed, because adverse effect on historic properties, the HDR team would develop a Memorandum of Agreement to satisfy agency requirements.

4.4.2.5 Geotechnical, Soils and Seismic Conditions - The HDR team will provide a geotechnical report as part of Task 3.4. Information from this technical report will be incorporated into the IS/EA along with an assessment of potential geological hazards posed by the Project. This report will also address the suitability of the soils on the site to facilitate project construction.

4.4.2.6 Hazardous Materials - The HDR team will use the results of the Phase I Environmental Site Assessment (ESA) to address potential impacts associated with ground disturbing activities during construction in areas with possible soil contamination, and will consider the potential impacts related to the use of hazardous materials during construction and operation of the Project (fuels, lubricating oils, etc.) to identify mitigation measures for any potentially significant impacts.

Phase I Environmental Site Assessment of the 2-mile stretch between RANA and the Transit Center at Rialto and E Street. Perform a corridor-level Phase I Environmental Site Assessment in general conformance to ASTM practice E 1527-05, including a literature review, regulatory database review, field review by a Qualified Environmental Professional (as defined by ASTM), review of historical sources as applicable and appropriate, and performance of limited interviews with persons knowledgeable about the history of development along the project corridor. The corridor-level Phase I will be used to identify sites of concern which may require site-specific Phase I analysis and/or Phase II sampling and analysis of subsurface media samples. The Phase I will provide adequate specificity regarding risk sites and contaminants of concern to develop a Phase II work scope, which will be prepared for approval by SANBAG. Phase II costs have been included in the Budget for Contingencies, using a set of assumptions (see section 10.1).

Asbestos and Lead Based Paint surveys for the buildings to be demolished are not included in the scope of work or fee estimate. Once the number of buildings to be demolished are known, HDR will provide a scope and fee estimate.

4.4.2.7 Land Use and Planning - The purpose of the land use technical memorandum would be to:

- Provide baseline data on the existing land use characteristics for the Project area
- Assess whether the proposed project is consistent with applicable land use plans and policies
- Identify any potentially significant land use changes resulting from implementation of the proposed project, and
- Determine any necessary project mitigation measures for land use impacts.

Land use impacts would primarily be associated with the introduction of new permanent facilities (new tracks, stations, and park-and-ride facilities) into the study area. Impacts on land use would be analyzed generally by focusing on the following measures of land use impacts:

- Compatibility with surrounding land uses
- Consistency with applicable land use plans and policies
- Transit supportive development potential at stations

The HDR team will inventory existing land uses along the proposed alignment and address compatibility with existing adjacent land uses along the alignment. HDR will provide the HDR team with aerial photographs of the proposed alignments, existing and proposed right-of-way and a parcel by parcel land use inventory to use in this section. Existing land use information would be gathered from windshield field surveys, aerial photographs, and maps to evaluate the potential compatibility impacts of each alternative alignment as well as potential land use effects specific to individual station areas along the alignment. The analysis of land uses adjacent to the proposed alignment would focus on the area within approximately 300 feet of the proposed alignment and within a quarter mile radius of the station sites. The HDR team will prepare GIS mapping of existing land use for the Santa Fe Depot and the Intermodal Station sites. For description of existing land uses, the proposed alignment would be divided into segments.

The land use section will also assess the consistency of the proposed alignment and alternatives with applicable land use plans and policies. Key documents to be used in this analysis include SCAG Regional Comprehensive Plan and Guide, SCAG Regional Transportation Plan, SCAG Compass Blueprint 2% Strategy, SCAG SB 375, AB 32 Regulations, San Bernardino County Non-Motorized Transportation Plan-2001 update, City of Redlands General Plan, City of San Bernardino General Plan, City of Loma Linda General Plan, City of San Bernardino Redevelopment Plan, City of Redlands Downtown Specific Plan, Redlands Downtown Master Plan, City of San Bernardino Downtown Vision Plan, Downtown Revitalization and the Lakes Plan, East Valley Corridor Specific Plan, Inland Valley Development Authority (IVDA), San Bernardino International Airport Authority (SBIAA) plans, San Bernardino Downtown Transit Center and Village Vision for the Intermodal Transit Center, and City of San Bernardino Downtown Core Vision/Action Plan. Impacts to planned land uses would be identified by comparing the alternatives

with the planned uses as designated in applicable planning documents.

A significant *existing land use impact* would occur if:

- The proposed project has the potential to result in physical division of an established community.
- Sensitive adjacent land uses are not adequately buffered from or integrated with the proposed project, creating incompatibility with surrounding land uses.
- The proposed project has the potential to result in incompatibility with adjacent and surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use.

A significant *planned land use impact* would occur if:

- The project is inconsistent with applicable land use plans and policies of an agency with jurisdiction over the project.

Mitigation measures would be proposed to reduce potential significant land use impacts to a level of less than significance.

Assumptions:

The HDR team will discuss the intermodal site in terms of the proposal in the Downtown Core Vision/Action Plan, San Bernardino Downtown Transit Center and Village Vision, and SCAG's Transferring Development from Greenfield to Infill Project. A full analysis will not be done as a part of this EA, as this will be a part of the Omnitrans TOD project. The project could serve as a catalyst for revitalization and stimulate joint development. However, land use and intensity changes for TOD's are speculative at this time, as the cities have not yet adopted the land use changes. A separate environment document would be required for each TOD's in each city.

- 4.4.2.8 Noise and Vibration - The HDR team will prepare a noise impact report evaluating the noise impacts of a projected increase in train trips from the existing three freight trains per week to 40 commuter trains per day and will identify potential noise abatement measures. Because it is assumed that federal funding and oversight would be involved, the report will be prepared in accordance with procedures specified by the Federal Transit Administration (FTA). A specific focus of this study will be potential noise impacts to residences adjacent to the rail right-of-way that occur along 2nd Street, I Street and Rialto Avenue.

- The HDR team will conduct a review of aerial photography of the project site to identify noise-sensitive land uses in the project area. We will also conduct a site visit to confirm noise-sensitive land uses and other features of the project area relevant to the noise study. A field noise study will be conducted to quantify and assess existing noise conditions in the local neighborhoods. Sound-level data will be collected over a 10- to 15-minute period at selected locations

throughout the day. In addition, continuous 24-hour noise monitoring will be conducted if secure measurement locations can be identified. Vibration measurements may also be conducted, if vibration is a potential issue. ICF will conduct noise and vibration modeling related to the Project using methodologies contained in FTA's Transit Noise and Vibration Impact Assessment manual (May 2006).

- The FTA manual's guidelines and criteria will be used to model noise and vibration conditions at selected receiver locations under existing conditions and design-year conditions with and without the Project. Rail related noise and vibration effects will be assessed by determining if implementation of the Project is projected to result in noise or vibration levels that exceed FTA, state, or local impact criteria. Where noise or vibration impacts are identified, mitigation measures will be evaluated. We will also evaluate potential construction noise impacts using guidance in the FTA manual and will identify mitigation, if appropriate, to address construction period noise impacts.
- The HDR team will prepare a technical noise and vibration report summarizing the project setting, the measurement and analysis methodologies, the analysis results, and recommended mitigation measures. If warranted, the report will include preliminary mitigation measures necessary to reduce noise/vibration impacts to below a level of significance.

4.4.2.9 Traffic and Transportation - The HDR team will perform a traffic study to address potential impacts associated with temporary traffic disruption during project construction and the permanent closure of 3rd Street and I Street. Proposed street closures would result in changes to the existing traffic circulation on local streets through existing neighborhoods. Depending on the results of the traffic study, mitigation measures may be included in the IS/EA to address these changes.

4.4.2.10 Visual Effects - No modeling/simulation/rendering is proposed for this project. Changes in landform and aesthetics, as viewed from sensitive public viewing areas will be described verbally, assessed for impacts and significance. Mitigation options will be identified to address specific impacts. Our team has the capabilities to perform renderings as an extra scope item on a time and materials basis.

4.4.2.11 Water Quality - The HDR team will prepare a Water Quality Plan (Plan) for this Project. The Plan will incorporate, into a single document, a description of the existing water quality conditions, potential water quality impacts, and the recommended Best Management Practices (BMPs) to reduce or eliminate the potential water quality impacts. The Plan will evaluate the potential impacts from both construction and operation of the new facilities. In addition, the Plan will discuss potential maintenance requirements, including the appropriate BMPs and the required maintenance schedule. The Plan will not include the preparation of a SWPPP. If required, SWPPP is will be prepared by the contractor.

- 4.4.2.12 Hydrology and Drainage - The HDR team will prepare a drainage report that will evaluate surface drainage impacts and recommend drainage facilities to mitigate the impacts based on the requirements of the Metrolink Design Criteria Manual.
- 4.4.2.13 Construction Impacts and Construction Staging – The HDR team will prepare a technical memorandum that will identify potential impacts due to construction, including construction access and staging areas.
- 4.4.2.14 GIS Support for the 13 Environmental Technical Memos – The HDR team will support the environmental technical memos with GIS data collection, analysis and coordination. Hours for GIS support have been allocated to each task.

Assumptions:

- HDR has assumed GIS data development, analysis and coordinate for each of the 13 technical memos.
- HDR will assist the HDR field staff prepare for field data collection by creating field maps and setting up GPS data collection.
- Viewshed analysis of project site shown on a map.
- ICF will provide any spatial data they develop in a GIS format that has been cleaned and attributed.
- ICF will produce GIS figures for each of their technical memos using an HDR template
- HDR will maintain GIS project data.

4.4.3 Initial Study/Environmental Assessment

- 4.4.3.1 Screencheck Draft IS/EA - The HDR team will prepare a screencheck Draft IS/EA for review by SANBAG staff. The screencheck Draft IS/EA will include all required sections to comply with CEQA and NEPA, as well as SANBAG and federal lead agency policies and procedures. The screencheck Draft IS/EA will summarize the results of the project technical studies and analyses, will identify the significance of potential impacts under CEQA, and will include all feasible measures to mitigate impacts to a less than significant level. The HDR team will revise the screencheck Draft IS/EA in response to SANBAG's comments and submit a revised screencheck for SANBAG review. The HDR team will make any further revisions necessary in response to additional SANBAG comments and submit the revised documents to SANBAG for forwarding to the federal lead agency staff for review and comment. The HDR team will then revise the screencheck documents in response to comments.
- 4.4.3.2 Draft IS/EA - Once SANBAG and the federal lead agency have approved the Draft IS/EA for public distribution and review, the HDR team will produce the Draft IS/EA, with attached MND form, for distribution to responsible and trustee public agencies and other interested organizations and individuals as identified by

SANBAG. The HDR team will develop the mailing list in consultation with SANBAG staff and will distribute the document to the public.

- 4.4.3.3 Notice of Intent (NOI) - The HDR team will prepare the NOI to adopt the MND for publication by SANBAG in a local newspaper of general circulation as required by CEQA. The HDR team will prepare the Notice of Completion for submittal to the State Clearinghouse along with 15 copies of the Draft IS/EA and will file the Notice of Intent with the County Clerk.
- 4.4.3.4 Mitigation Monitoring and Reporting Program - The HDR team will prepare a mitigation monitoring and reporting program for all mitigation measures identified in the environmental document.
- 4.4.3.5 Screencheck Final IS/EA - The HDR team will assemble and organize the comment letters received by SANBAG for distribution to members of the Project team for review and response. The HDR team will take the lead, with assistance from SANBAG staff and technical consultants, in preparing responses to environmental issues raised in the public comments on the Draft IS/EA. The public comments and responses to those comments will be included in a screencheck Final IS/EA. The screencheck Final IS/EA will also identify corrections and revisions to the text of the Draft IS/EA that may be required in response to public comments and review. Once revisions have been made to the satisfaction of SANBAG staff, copies will be forwarded by SANBAG to the federal lead agency, along with a draft FONSI, for their review and comment. The HDR team will make revisions in response to federal agency comments.
- 4.4.3.6 Final CEQA and NEPA Documents - Once all revisions have been made to the, the HDR team will submit up to 30 hard copies to SANBAG and the federal lead agency for approval and adoption.
- 4.4.3.7 Notice of Determination (NOD) - The HDR team will prepare the NOD for signature by SANBAG upon adoption by SANBAG of the MND. The HDR team will file the NOD with the County Clerk and State Clearinghouse completing the CEQA process. The HDR team will be responsible for filing fees including the CDFG filing fee. Once the FONSI is signed by the federal lead agency, the HDR team will submit a notice of availability of the FONSI to the State Clearinghouse and for publication by the federal lead agency in the Federal Register.

4.4.4 Public Outreach

The HDR team will support the environmental process with fulfilling public outreach requirements during the environmental process and documentation phase. The HDR team will develop and execute a comprehensive public outreach program that will not only fulfill requirements but also ensure seamless and transparent communication with target audiences including right-of-way impacts, local business, government employees based in Downtown, public agencies, and residents.

Unique to this project, messaging must address both the one-mile extension and how it ties in to the City of San Bernardino's Downtown Core Vision / Action Plan revitalization efforts and other major transportation projects being constructed in the area concurrently - I-215 Widening Project,

Omnitrans' sbX Bus Rapid Transit Line, and Omnitrans' Intermodal Transit Station and Transit Oriented Development projects. All these projects have a specific set of stakeholders (some which overlap) and it is crucial to have ongoing communication and coordination with them and the lead agencies. It will require additional time to effectively manage and implement this aspect of the public outreach efforts.

Activities will include, but not be limited to, development of collateral materials such as fact sheets, frequently asked questions, glossary of terms, presentations for scoping/public meetings, support environmental team with development and placement of scoping/public meeting notices in local media (translated in Spanish as needed). The Consultant will also be responsible for the coordination of scoping/ public meetings, setting up city council presentations, and presentation to business and community organizations. Other activities include database development, writing letters to go to property owners/businesses/tenants providing an overview of the project, visiting property owners/tenants/businesses nearest the impact area, media outreach/management, ascertainments, focus groups, assisting SANBAG with public inquiries, and the development of a public Web site for the project.

Deliverables

- Environmental Clearance Strategy Memorandum
- Draft and Final Technical Study Reports
- Draft and Final IS/EA
- Public Outreach support/materials/presentations

TASK 4.5 PERMITS AND APPROVALS

Activities

The HDR team will provide permitting assistance to SANBAG by managing permitting efforts based on regulatory requirements and direction from SANBAG. As part of this effort, the HDR team will identify, consistent with a preliminary level of design development, anticipated permitting requirements for design and construction of the first mile of the Project. Support for permitting activities will include engineering drawings, sketches, technical memoranda, visual presentation materials, and attendance at presentations and coordination meetings.

Deliverables

- Permitting Requirement Matrix
- Regulatory Permits

TASK 5 - RIGHT-OF-WAY ACQUISITION

This task includes assisting SANBAG to acquire the right-of-way, and temporary and permanent takes, to accommodate the improvements for this project. This task includes the Phase I and II environmental coordination for site access, appraisals, acquisitions/negotiations, relocation assistance, condemnation, right-of-way and utility certification, and right-of-way management system. The HDR team will act as an agent in representing SANBAG. All activities will be approved by SANBAG prior to execution.

TASK 5.1 RIGHTS OF ENTRY/Phase One and Two Coordination

The HDR Team will obtain from private landowners Rights-of-Entry (ROE) Permits for the purpose of performing environmental or other surveys to be conducted on those parcels identified as necessary to achieve the goals of this project. The HDR Team will send notification letters to property owners to obtain written permission for entry onto a property which will be required for environmental or other surveys to be conducted. This informational letter will inform the property owner of the purpose and impact for such entry, along with the approximate time range of the entry, and advise them to contact an identified person, if they have questions or objections regarding the project.

Deliverables

Right of Entry Grants

Assumptions

Contact and obtain ROE Grants from 21 property owners as required for environmental and related surveys

TASK 5.2 COST ESTIMATION / DATA SHEETS

The following steps will be taken to perform cost estimates:

- Gather general data on cities, zoning, demographics, utilities, economy and business.
- Review project maps and project report
- Field review of each parcel while keeping information confidential so as not to unduly alarm property owners or tenants
- Determine any take areas, easements and remainders
- Determine if the parcel is a full or part take and “larger parcels” (some may be consequential full take due to the nature of the impact)
- Collect sales comparable data for all property types (these include MLS, public records, newspapers, journals, appraisers, brokers and a variety of other resources)
- Compile a spread sheet showing all of the impact costs
- Determine the type and complexity of the appraisal
- Determine the ownerships and tenant vs. owner occupancies
- Determine public agency, private and non profit ownerships
- Determine if any are subject to functional replacement rules
- Notify engineering of any unusual, high profile, expensive or potential hazardous properties within the project that may warrant alignment review or further investigations
- Monitor ownership and market changes
- Monitor any new construction or proposed development
- Identify any properties that may require additional acquisition or relocation lead times to meet project deadlines.

The HDR Team will perform the following tasks for the Right of Way Data Sheets:

- Perform a field inspection of each alternative. Ascertain number of parcels, types of improvements, and possible problem areas.
- Estimate family sizes on residential relocations.
- Using surveys, public records, and real estate services, compile information on neighborhood characteristics, price ranges for land and improvements, housing available, minority percentages, etc.
- Compile Right of Way cost estimate for each alternative.
- Prepare a conceptual relocation study if necessary.
- Identify potential problem areas and make recommendations for possible solutions.
- Prepare a property ownership spreadsheet based on right of way maps and tax records that identify ownership for each alternative.
- Prepare a land use spreadsheet that identifies land usage along each alternative. The parcel use categories shall utilize appropriate categories, including:
 - Land in public ownership; specific use and responsible agency/jurisdiction
 - Commercial: retail, wholesale, industrial, other commercial
 - Residential: single-family or multi-family
 - Vacant
 - Mixed uses
 - Other (specific)

Deliverables

ROW Cost Estimate and Data Sheet(s)

Assumptions

Research sales comps for 27 parcels and prepare ROW Data Sheets for each project alternative. ROW take of various widths with 10' TCEs on the W'ly and S'ly side of the existing ROW (significant improvements within TCEs to be protected in place)

TASK 5.3 APPRAISALS

Activities

- The HDR team will assign real property, fixture and equipment, and goodwill appraisers and will coordinate obtaining appraisals.
- A "Notice of Intent to Appraise" will be sent to all property owners expected to have their properties partially or entirely acquired.
- Appraisers will send introductory letters indicating when they expect to contact the owner for an appointment to perform the appraisal.

- If the landowner is agreeable, the appraiser and landowner will meet at the property at which time the landowner will be given an opportunity to provide the appraiser their opinions about the property and its value
- When appraisals are completed, and before they are accepted, they are reviewed for accuracy and regulatory compliance by a review appraiser. The review appraiser will make the final recommendation of just compensation for SANBAG approval.

Deliverables

- NOI to appraise letters
- Written appraisals for all properties
- Appraisal review recommending just compensation

Assumptions

6 Complex appraisals, 14 Simple appraisals, 1 Dual appraisal, 3 buildings with businesses requiring FF&E and Goodwill appraisals, and 21 appraisal reviews

TASK 5.4 ACQUISITIONS/NEGOTIATIONS

Activities

- Upon approval by SANBAG, a Purchase Offer package will be prepared for each landowner containing an offer letter and the accompanying regulatory statements and documents.
- Ideally, the acquisition agent will meet in person with the landowner and present the offer package and explain the acquisition process. The property owner will be given a detailed explanation of the interest being acquired and the proposed construction detail as it affects the property. The agent will answer any questions or concerns that the owner may have. Typically, 30 to 45 days are allowed for negotiations.
- Good faith negotiations will be documented (including the date, place, and names) and maintained in the parcel file throughout the acquisition process.
- Successful negotiations will result in the execution of a Purchase Agreement.
- Purchase agreements will be delivered to title and escrow subconsultants who will perform all title clearance and other required follow-up.

Deliverables

- Purchase Agreements
- Closed Escrow Documents
- Title Insurance
- Closed Acquisition Files, including recorded deeds, temporary and permanent easements

Assumptions

21 owners with 27 parcels, including an encroachment permit for the I-215 under-crossing

TASK 5.5 RELOCATION ASSISTANCE

Activities

5.5.1 Business Relocation

- Conduct personal, on-site interviews of prospective business to ascertain relocation needs and special requirements.
- Inform displaced businesses of available relocation assistance services and benefits, and explain relocation process.
- Prepare and distribute Informational Statements, Notices of Eligibility, 90-Day Notices to Vacate, and other notices, as may be required.
- Assist business in locating replacement business sites and provide a required number of written referrals.
- Provide on-going advisory assistance to business, including lists of qualified movers and vendors.
- Prepare specifications for the move and inventory of personal property, insuring thorough coordination with city staff, that no real property is included on the personal property inventory list.
- Coordinate the walk-through for a minimum of two bids or estimates with movers and the displaced business.
- Monitor the actual move to replacement site and re-establishment activities, as necessary.
- Determine eligibility for and proposed amount of relocation benefits, including actual and reasonable moving payments, re-establishment payments, and fixed payments.
- Prepare all applicable benefit claim forms, secure claimant's signatures on claim forms, and submit claim forms to the city for processing and payment.
- Deliver benefit checks and other appropriate payments to claimants.
- Maintain necessary case documentation and provide the city with periodic standard status reports.
- Verify the site has been cleared and all releases have been signed.

5.5.2 Residential Relocation

- Interview prospective displacees to ascertain relocation housing needs and verify income and rent/mortgage payments and determine if any special needs exist in the household.

- Inform displacees of available relocation assistance services and benefits, and explain relocation process.
- Provide advisory assistance on an on-going basis, including referrals to and coordination with social service agencies, housing authorities, and any other services, which may be required.
- Prepare notices and personally deliver required notices, which may include Informational Statements, Notices of Eligibility, 90-Day Notices to Vacate, and other notices.
- Provide displacee, in writing, with referrals to comparable replacement housing.
- Determine eligibility of each displacee and amount of relocation benefits, including moving payments, rental/down payment assistance, and replacement housing payments and, to the extent possible, include at least three comparables in the computation, and prepare Entitlement Letter to each displacee.
- Conduct “decent, safe, and sanitary” inspections of comparable replacement dwellings and advise displacee of findings.
- Prepare all necessary claim forms, secure displacee’s signatures on claim forms, and submit claim forms to the city for processing. When checks are available, personally deliver checks to displacee, whenever possible.

Deliverables

- Vacant property
- Relocation Assistance File

Assumptions

3 full takes of buildings with businesses and 1 potential encroachment of a residential building with up to 4 units

TASK 5.6 UTILITY RELOCATION COORDINATION

This task involves the collection, assembly and mapping of existing overhead and underground utility lines within the project limits. The HDR Team will contact Utility purveyors to provide copies of as-builts, atlas or other existing plans of their facilities. A decision of which of the lines that need to be field located will be made by the design staff. A field survey will be performed to locate and tie these lines. Surface features such as valves or manholes will be used to locate subsurface lines. The survey information will be added to the design-mapping file. Utility Coordination meetings and Design meetings will be conducted to identify potential utility conflicts and aid in developing solutions most beneficial to all parties.

The HDR Team will prepare the Notice to Owner requesting all appropriate planning information pertaining to the project, the Utility Agreement for each facility being relocated.

Deliverables

- Utility Owner as-builts, plans, etc.
- Utility coordination meeting notes

Assumptions

10 utilities requiring relocation

TASK 5.7 PROPERTY MANAGEMENT, DEMOLITION & CLEARANCE

The HDR Team will provide Property Management services including: project site inspections, assessment of the project needs and possible liabilities, vendor contracting and management to include the performance of all pre-demolition and demolition activities. A partial list of these activities is as follows:

- Property Maintenance/Repairs
- Tree Trimming
- Landscaping
- Board up of Vacancies
- Asbestos & Lead Testing
- Asbestos & Lead Abatement
- Demolition/Clearance
- Misc. Septic Services
- Fencing

In addition, all relevant Property Management information will be tracked including management of vendors such as demolition/clearance, environmental, fencing and board up.

Deliverables

- Demolition & Clearance records

Assumptions

Three (3) full takes with buildings requiring demolition, 2 buildings that potentially may require a cut-n-reface

TASK 5.8 CONDEMNATION

Activities

- The HDR team will coordinate the Resolution of Necessity notice and hearing.
- A letter of impasse will be issued to the landowner.
- The HDR team will assist with or instigate court filings, service, and motions.
- The HDR team will provide good faith and valuation testimony as needed.

- The condemnation process for acquiring the property will run in parallel with the negotiation process.

Deliverables

- Court Orders of Possession
- Title Insurance

Assumptions

40%, or 8 acquisitions, will require condemnation action

TASK 5.9 RIGHT-OF-WAY AND UTILITY CERTIFICATION

Activities

- Prior to applying for certification, the team will conduct a quality control review of all files following the Caltrans review checklist.
- A submittal package to Caltrans will include the certification form and the necessary backup documents, including deeds, resolutions of necessity, and final orders of condemnation; access agreements; cooperative agreements; utility relocation agreements; and permits, among other documents.
- Follow up will be conducted as required until certification is obtained

Deliverables

- Right-of-way certification form and backup documents
- Certification Grant

TASK 5.10 RIGHT-OF-WAY MANAGEMENT SYSTEM

Activities

- The HDR team proposes to utilize the HDR proprietary project tracking system combining interactive mapping software with a database capable of generating tailored land investigation reports, acquisition/relocation status, and financial summary reports including costs-to-date, current schedule, and forecasted activities.
- GIS staff will create a project overview map showing parcel-specific details such as land ownership, acquisition status, and other property details pulling from the project-tracking database.

Deliverables

- Use of Customized web-based right-of-way management system
- Interactive map, report, and document storage

Assumptions

Database, GIS and workspace set-up for 27 parcels, monthly tracking and separate reports for: ROE, Title, Appraisal, Acquisition, Relocation, Condemnation, Financials and Schedule. The budget assumes that the following R/W will be needed:

APN	Owner	Notes
0138-231-11	SAN BERNARDINO ASSOCIATED GOVERNMENT	
0138-231-02	I STREET LLC	Lease
0138-231-04	I STREET LLC	Lease
0138-231-05	I STREET LLC	Partial
0138-231-09	I STREET LLC	Lease
0138-231-10	I STREET LLC	Lease
0138-273-03	HEFTNER, BRUCE W.	Full
0138-273-04	HEFTNER, BRUCE W.	Partial
0138-273-01	HEFTNER, BRUCE W.	Partial
0138-273-02	HEFTNER, BRUCE W.	Partial
0138-273-36	HEFTNER, BRUCE W.	Full
0138-273-13/38	BIG Z AUTOWORKS INC./SANBAG	
0138-273-16	BIG Z AUTOWORKS INC.	
0138-273-33	BIG Z AUTOWORKS INC.	Partial
0138-273-24	HABITAT FOR HUMANITY SAN BERNARDINO	Partial
0138-312-15	MC HENRY, JAMES; MC HENRY, KATHRYN	Partial
0138-312-17/62	SANBAG/ATSF	
0138-312-57	LE, TUE; NGUYEN, NIKIE	Partial
0138-312-61	ATCHISON TOPEKA & SANTA FE RR CO	Partial
0138-312-35	ECONOMY, MELTEADES GEORGE; ECONOMY, JEANIE ALEXIE	
0138-312-36	ECONOMY, MELTRADES GEORGE; ECONOMY, JEANIE ALEXIE	
0138-312-39	HERNANDEZ, JAIME J; JIMENEZ, MARIA D L A	Partial
0138-312-51	FISHER, ANNETTE TRUST - EST OF FISHER, MARK J	Full
0137-043-26	VARP INC	Partial
0137-043-14	LEON, LUPE O	Partial
0136-011-04	ERICSON, DOROTHY A TR	Full
0136-011-03	DE GORTER, JENNIFER REVOC TR (6-6-01)	Partial
0136-011-38	DE GORTER, JENNIFER REVOC TR (6-6-01)	Partial
I-215 Under Xing	CALTRANS	Permit
0136-011-31	STATE OF CALIFORNIA	Partial
0136-091-11	BYUN, JONG UK; BYUN, BOK SOON	Partial
0136-021-28	AFFAITATI LLC	Partial
0136-021-23	OMNITRANS	

0136-021-25	OMNITRANS	
0136-021-12/27	SANBAG/ATSF	
0136-101-15	SOUTHERN CALIFORNIA GAS COMPANY	Partial
0136-101-21	SOUTHERN CALIFORNIA GAS COMPANY	Partial
0136-101-14	SOUTHERN CALIFORNIA GAS COMPANY	Partial
0136-111-24	SAN BERNARDINO REDEV AGENCY	Partial
0136-111-01	GONZALEZ, RAMON & IRMA TRUST (11/4/0)	Full

TASK 6 - PREPARATION OF CONSTRUCTION DOCUMENTS

This task includes development of final construction documents that include plans and estimates at the 30 percent submittal level. Deliverables for this task are identified in the list of drawings at the end of the scope of work section.

TASK 6.1 GENERAL PLANS

Activities

The general plans address discipline drawings that pertain to the entire construction plan package and will include the drawings identified in the drawing list. General drawings include: title, index, abbreviations, symbols, right-of-way plans delineate temporary and permanent right-of-way, survey control, construction site plans that will show construction access and staging areas and construction phasing drawings and construction phasing sequence.

TASK 6.2 TRACK PLANS

Activities

Track design will include the double track design for the First Mile project limits and associated track modifications west of the San Bernardino Depot to address operational and functional challenges. Track plans will show a plan and profile of the right-of-way lines, centerline of track plan and profile with geometric and topographic data. Track plans will be based on the preliminary design developed as part of Task 4 and as approved by SANBAG.

Deliverables

- 30% Design Plans consistent with the requirements of the SCRRA Design Procedures Manual, current edition
- Index of drawings
- Preliminary typical sections
- Track plan and profile sheets, including tabular presentation of curve data (track no., curve no., degree of curve, overall length, superelevation, spiral length, passenger speed and unbalance, freight speed)

TASK 6.3 CIVIL PLANS

Activities

Civil plans will address civil improvements associated with the lengthening of the platforms at the Depot and the Transit Center, at the grade crossing and roadway improvements including roadway, paving, signing and striping, and traffic handling.

Grade crossing improvement plans will illustrate existing and proposed warning devices, crossing panel improvements, railroad signal equipment, roadway, and sidewalk improvements, as well as possible pedestrian treatments.

Roadway and grade crossing improvement design will include:

- A cul-de-sac of 3rd Street at the rail crossing/modification of proposed (by I-215 project) new 3rd Street/southbound off-ramp intersection
- Connection of 3rd Street to K Street by the Santa Fe Depot
- A cul-de-sac of I Street south of Rialto Avenue
- A cul-de-sac of Kendall Avenue and J Streets south of 3rd Street

Grade Crossing activities will also include the preparation of CPUC G.O. 88-B submittal for all of the impacted grade crossings, update of FRA inventory forms to reflect proposed improvements at each crossing. The HDR team will calculate the quiet zone risk index (QZRI) and prepare a quiet zone assessment.

Temporary and permanent fencing plans will be developed to direct pedestrians and segregate rail facilities to those accessible by the public.

Grading and drainage plans will be developed for the project including modifications to the existing drainage facilities. This will include drainage design of cross and longitudinal drainage facilities.

Draft erosion control plans will be prepared for the Project.

DEA Landscape Architects will prepare planting and irrigation plans in accordance with the design guidelines set forth by the city of San Bernardino and Metrolink. The team will also coordinate efforts to maintain a seamless softscape and hardscape palette with that being proposed by Omnitrans for the Transit Center. Plans will provide for a sustainable and attractive landscape that utilizes state of the art 'smart irrigation' techniques and methods to reduce excess water consumption. Plans will also include water use calculations and construction details. DEA will coordinate with the project architects and engineers regarding site furnishings, hardscape and aesthetic wall treatments. Suggestions will be provided by DEA through team collaboration; however the final callouts and details will be provided by others.

Deliverables

- 30% Design Plans
- Index of drawings
- Preliminary typical sections

TASK 6.4 STATION PLATFORM PLANS, IEMF AND ROADWAY LIGHTING

Activities

The HDR team will prepare lighting, electrical, mechanical and plumbing plans to support the Metrolink platforms/canopies.

Reconfiguration of the Existing San Bernardino Depot

- New platform due to the widening of the existing platform to serve two tracks and the lengthening of the existing platform to serve eight car trainsets.
- Provide lighting, receptacles and conduit infrastructure for ticket vending machines, public address speakers, visual message system, security, traffic signal and similar low voltage systems at the new platform.
- Provide area lighting due to the reconfiguration of the track and 3rd street.

New Transit Center at Rialto Avenue and E Street

- Provide lighting, receptacles and conduit infrastructure for ticket vending machines, public address speakers, visual message system, security and similar low voltage systems for the new platforms.
- Coordinate new Transit Center Building and overhead pedestrian bridge with Omnitrans.
- Provide area lighting for the new Kiss-and-Ride, ADA parking and Plaza.

New Metrolink Layover Tracks at the Existing Metrolink IEMF

- Provide potable water/sewage pedestals and 480V Wayside standby powerstations, one at each pair of tracks.
- Provide new area lighting due to the reconfiguration of the track.

New Roadway Lighting

- Provide area lighting due to the road way improvements.

The HDR team will provide professional engineering services for the above referenced project and tasks:

- Electrical service to include:
 - Identify existing electrical and communication systems.
 - Determine relocation requirements for any existing electrical and communication boxes.
 - Identify location of new electrical/communication boxes and routing of underground conduits.
 - Perform lighting calculations to meet illumination level criteria. Provide lighting design plans, specifications and estimates for lighting the new station and drop-off areas.
 - Show location of ticket vending machine (TVM), public address (PA) and visual message signs (VMS).
 - Layout of lighting, receptacles and branch circuiting. Empty conduit will only be

designed for ticket vending machines, public address speakers, visual message system, security and similar low voltage systems.

- Provide electrical design plans to provide electrical power to systems and communication elements.
 - Prepare raceway and cable schedules.
 - Prepare plan indicating the connection to the power source for all electrical and communication facilities.
 - Provide plans showing location of communication devices and conduits.
 - Prepare block diagram of all communication systems.
 - Prepare speaker mounting, station communication cabinet and platform distribution cabinet details.
- Plumbing services will include hose bibs and potable water pedestals
 - Interdisciplinary coordination.
 - Participation in submittal of construction documents to local and state regulatory agencies.
 - Provide specifications for Plumbing and Electrical systems.

Interim Design and Construction Document Phases: Services include one (1) meeting by the electrical engineer with the design teams in HDR's Irvine, Pasadena or Riverside offices.

Upon review of the Interim Design phase documents and approval to proceed, the HDR team will submit the construction documents to SANBAG for bidding, for the following:

- Plumbing and Electrical system construction drawings and specifications.
- Incorporation of review comments from SANBAG.

Deliverables

- 30% Plans

Assumptions:

The following services or areas of work are included in the basic proposal.

- Site investigation is limited to non-destructive verification of existing areas and systems.
- The project will be submitted as one complete package.

Exclusions:

The following services or areas of work are not included in the basic proposal. The Engineer shall be additionally compensated for the work listed below when the Owner requests such services in writing.

- Design and layout of stations at Mill Street, Tippecanoe Ave, California Street, Alabama Street, New York Street, Downtown Redlands and the University of Redlands.

- Design and layout of roadway lighting on public streets
- Design and layout of the overhead pedestrian bridge, underground tunnel or the East Transit Center Building currently part of Omnitrans' scope of work.
- Participation in construction support services
- Design revisions due to value engineering.
- Upgrade of any major mechanical, plumbing, electrical systems outside of the remodeled project area.
- Design and layout of Building and Site Fire protection System, (including hydraulic calculations and fire hydrant design).
- Selection, specification and layout of telecommunications, data, security, traffic signaling systems equipment and cabling.
- Upgrade of existing electrical service.
- Commissioning or Training.
- Recording of power consumption readings.
- Preparation of alternate bid packages is not included in this scope and fee.
- Additional meetings outside of those specified above during the design and construction phases.
- Fees for Agency Approvals.

TASK 6.5 UTILITY PLANS

Activities

HDR will prepare conflict exhibits by overlaying the proposed project improvements with the utility base maps and identify conflicts. The HDR team will summarize conflicts in a utility matrix with dispositions, identification of design and construction responsibility, initial cost estimates, and responsibility for cost sharing. The HDR team will compile draft utility agreements based on the utility relocation agreements that SANBAG has previously used.

The HDR team will recommend utilities that should be potholed to confirm horizontal location and depth. Upon SANBAG approval, the HDR team will pothole the utilities and revise the utility base maps accordingly.

The HDR team will prepare utility relocation plans for those utilities confirmed to be relocated that the utility owners are not going to design themselves.

Deliverables

- 30% Plans

TASK 6.6 STRUCTURE PLANS

Activities

The HDR team will prepare structure plans that meet the requirements in the Metrolink Design

Criteria Manual for retaining walls to minimize right-of-way requirements (assumed 2,000 lineal feet of retaining walls), pier protection walls at the Caltrans I-215 overhead, soundwalls (assumed 2,000 lineal feet of sound walls) and drainage structures in the right-of-way (assumed 4 culverts). Structure design will include preparation of type selection recommendations and PS&E.

Deliverables

- 30% Plans

TASK 6.7 RAILROAD SYSTEM PLANS

Activities

This task includes the design of the new and modified railroad signal and communication systems in conjunction with this project. The design will consider future PTC improvements. The HDR team will develop track and profile drawings, aspect charts, detailed location drawings, control point application software development, radio licensing, tower analysis, Fiber Optic network equipment design, ATCS data radio path analysis, assisting station designers to ensure adequate amounts of communication conduit are properly placed in the station, create signal and communication specifications, and update Metrolink C&S Standards to support this project.

Assumptions

- Metrolink's Fiber network shall be extended to CP San Bernardino Jct. at time of start of Construction.
- The task does not include activities in conjunction with civil, structural, mechanical, or architectural engineering.
- Pacific Railway Enterprises, Inc.'s (PRE) Fee Estimate does not include costs for engineering support during construction or any other cost associated with the construction effort.
- Signal and communication Microstation files and application software are subject to FRA software configuration management requirements and will become the property of the Rail Operator and will not be distributed unless ordered by SANBAG.
- PRE shall provide Adobe "pdf" files.
- PRE personnel shall be provided access to all existing communication and signal facilities.
- Permits are not required for the PRE team's scope of work.
- PRE shall be involved in any field diagnostic meetings or other meetings with the CPUC concerning street improvements or modifications.
- PRE shall be involved in any field diagnostic meetings or other meetings regarding Quiet Zone on the project.
- PRE shall be involved in any field or other meetings with Power Utilities concerning Meter Services related to railroad signal systems on the project.

TASK 6.8 ESTIMATE OF PROBABLE CONSTRUCTION COST

Activities

Estimate of Probable Construction Cost for 30% level of design will be based on recent Metrolink, NCTD, ACE and railroad bridge construction project unit cost bid records and those generated by HDR's estimator.

TASK 7 - TRANSIT ORIENTED DEVELOPMENT

The HDR team will assist the Cities of San Bernardino, Loma Linda and Redlands with the creation of Transit Oriented Development (TOD) overlay zones or the necessary land use changes to help promote greater transit use. The HDR team will assist in preparing vision plans, guidelines, and standards for overlay district zoning or another land use mechanism developed for implementation of TODs at the Redlands Passenger Rail Station Areas for two station areas in the City of San Bernardino and assist the City of Redlands with technical support for five of the station areas in City of Redlands. The team will meet with Loma Linda and the County as part of the PDT meeting for their input into one of the Redlands stations. The team will build upon, collaborate with and coordinate their efforts with other consultant efforts. The following outlines a scope of work for a distance of approximately one-half (1/2) mile from each station area with a focus on the one-quarter mile area.

TASK 7.1 Background Information, Issues, Opportunities and Constraints and Input into City of Redlands TDR Study

Activities

a) Review new studies prepared after the Redlands Passenger Rail Station Area studies provided by SANBAG and the cities, including the Redlands Subdivision Transit Corridor Definition Alternatives Report and PE drawings prepared by STV, the Redlands Downtown Specific Plan, the Scope of Work for Transferring Development from Greenfield to Infill and any available draft products, the San Bernardino Downtown Core Vision/Action Plan, the San Bernardino Downtown Intermodal Transit Station and Village Vision, the Draft San Bernardino County Long Range Transit Plan, and the Orange Blossom Trail Plan. Briefly review the City of Redlands, City of San Bernardino, and Loma Linda General Plans regarding transit-supportive policies.

b) Discuss Redlands Rail Alternatives Analysis with SANBAG, STV, and HDR to confirm locations of the stations and any changes from the Redlands Passenger Rail Station Area Plan, as well as criteria/standards used for layout including station platforms, right-of-way widths and trails/landscaping in the right-of-way.

c) Meet monthly with a TOD group including SANBAG, Omnitrans, City of San Bernardino, City of Redlands, City of Loma Linda and County of San Bernardino staff and key officials, and HDR to obtain information, review previous studies, the City's General Plans, studies underway, each cities' goals for TODs and sustainable communities, proposed outreach program and potential implementation mechanisms under consideration such as an overlay zone, HDR will discuss funding windows and bench marks for funding. Assume a maximum of five meetings.

d) Meet with DC&E and City of Redlands to coordinate efforts with the Transfer of Development from Greenfields to Infill Study (TDR study) and discuss/confirm portions of this document, potential refinements, and modifications to the Redlands Passenger Rail concepts.

e) Update existing conditions, opportunities and constraints for station areas in the Redlands Passenger Rail Station Area Plan prepared by Gruen Associates and prepare a similar analysis for the new ESRI station location in the City of Redlands. Using SCAG data, the HDR team will prepare GIS maps of existing land uses within ¼ and ½ mile for each station area, not prepared as a part of Task 4.4.2.7. Also, a tabulation of existing uses by acreage will be prepared for each station area.

f) If coordination with the TDR study is feasible within project timing for the City of Redlands stations, the HDR team will provide the following:

- The HDR team will provide GIS files of existing land uses and tabulations with an emphasis on vacant and underutilized properties. Parcel maps will be provided by the City and as an overlay. This will involve site visits to update areas, as HDR aerial survey will not be available within the TDR study timeframe.
- The HDR team will receive Redevelopment Agency projects likely to occur under Agency's management, especially in the downtown area and include GIS mapping.
- The HDR team will explore several options and alignments for trail connections with stations.
- DC&E will estimate total amount of residential uses and square footage of development proposed in each TOD station area and include in a memo for the HDR team to review, along with City and provide comments.
- The HDR team will review and comment on market analysis and five prototypical projects for return on investment analysis prepared by DC&E.
- Coordinate with SANBAG to provide DC&E a preliminary listing of potential station improvements likely provided by the project baseline and possible amenities and improvements by others.
- Working with SANBAG, the HDR team will develop general design objectives (one page max.) for stations that address elements such as overall branding of the Redlands Rail and integration with the surrounding area.
- The HDR team will assist DC&E in refining a list of urban design recommendations that should be integrated into the urban fabric of each station area.
- DC&E will prepare a list of the bonus amenity items that developers can provide in exchange for increased density or other desired variations from Redlands zoning requirements. The HDR team will review and comment.
- DC&E will determine the gross and net capacities for TDR absorption at each station area based on opportunity parcels, demand, and strategic land use/development phasing plans. The HDR team will review and comment.
- DC&E will calibrate the amenity menu for ratios that will promulgate both quality station design and TDR transactions. The HDR team will review and comment.
- The HDR team will review and comment on DC&E recommendations for implementation of the TOD policies at the City.
- The HDR team will assist DC&E to identify finding sources for station improvements and TODs.

- The HDR team will attend one community workshop and one meeting with policy makers and provide available project graphics for presentation.
- The HDR team will have four one-hour phone meetings and two in-person meetings in Redlands.
- The HDR team will review and comment on the final TDR report.

g) The HDR team will conduct a series of interviews with key stakeholders including major property owners, elected officials, potential developers, city staff, etc., for the two City of San Bernardino station (Mill Street and Tippecanoe Avenue) areas for their input on the next steps to implement each station area, potential TOD principles, concepts, policies and guidelines previously recommended in the Redlands Passenger Rail Station Area Plan phasing and potential mechanisms for implementing the TOD such as an overlay zone. The boards and presentation materials prepared previously by Gruen will be used as appropriate. These interviews would be approximately one hour each held over a one-day period and would be arranged by the City and SANBAG. For these stakeholders meetings, utilize and expand information developed previously by Gruen for benefits of TODs and examples of TODs in other communities. Prepare a brief memorandum of meeting notes.

h) Prepare a memorandum summarizing findings on issues, opportunities and constraints and a PowerPoint to present to the PDT for the two San Bernardino stations.

Deliverables

- Meeting minutes notes
- For Redlands GIS mapping, options and alignment for trails, preliminary listing of station improvements, general station design objectives, listing of urban design recommendations and comments on TDR study findings.
- Memorandum of issues, opportunities and constraints
- PowerPoint

TASK 7.2 Alternatives and Consensus Building

Activities

For the City of Redlands and working closely with SANBAG, The HDR team will assist the City of Redlands in providing basic technical information regarding:

- City uses in the right-of-way, alternatives for pedestrian/bike trails and crossings of the right-of-way
- Noise/vibration/safety standards to assist the City in preparing their land use plans and standards.
- Visual enhancements alternatives of the ROW and corridor including landscaping for review with SANBAG and public agencies.
- Alternative parking and management strategies for the TOD areas based on experiences in other areas.

No renderings or sketches are included.

For the City of San Bernardino, starting with Redlands Passenger Rail previous concepts, policies and guidelines, the results from the Redlands Passenger Rail Station Area Plan, and updated existing condition analysis, and the stakeholder input in Task 8.1, the HDR team will prepare alternative land use plans for the two San Bernardino stations addressing land use, density and intensity, and circulation connectivity plans (vehicular, bike, pedestrian) for the Redlands Passenger Rail Station Areas.

In addition, the HDR team will prepare prototypical cross-sections of major access streets, and refine policies, standards, and guidelines for each station area for the two City of San Bernardino stations. Present alternative concepts to City of San Bernardino staff at a PDT meeting, and to key stakeholders. The HDR team would assist on circulation concepts. Attend and present at a city of San Bernardino Community meeting/workshop (arranged by others) the land use and circulation alternatives and potential policies standards and guidelines for each station area. Meet with PDT and each city representatives to select a preferred land use and circulation direction for each station area. Assume up to four (4) meetings total, as discussed above will be required in the task to define a direction for the project.

For the City of Loma Linda, the HDR team will meet with appropriate staff to define and review their current TOD planning policies, standards and programs, and identify potentially suitable adjustments to enhance the achievement of TOD. The two areas of analysis would likely be Special Planning Area D and the adjacent planned Business Park land use area. A summary of TOD planning policies and standards identified as potentially suitable by City staff will be provided for City inclusion in any proposed adjustments to City policy and standards for their TOD area.

Deliverables

Alternative concepts and policies, standards for the two San Bernardino station area

Up to six (6) presentation boards for the City of San Bernardino

Two (2) PowerPoints

TASK 7.3 Draft and Final Draft Implementation Text

Activities

The HDR team will refine land use and circulation concepts for the two San Bernardino stations to depict the selected direction for the two San Bernardino stations. A land use tabulation of potential developments would be provided for input into Task 8.5. For the two San Bernardino Stations, the HDR team will prepare draft and final overlay district plans or another land use implementation mechanism, including information such as purpose, authority, definitions, overall vision, standards and guidelines such as allowed uses, prohibited uses, parking requirements and relocations, building setbacks, density or intensity of development, building height and massing, sidewalk locations and width, streetscapes, and urban form diagrams and standards and sustainable design concepts. The consultant team will utilize previous concepts, policies and guidelines as appropriate and coordinate with the city in other TOD's studies. It is assumed that the overall guidelines for TODs developed for Redlands Rail could be utilized with minor modifications. The goal will be to prepare the implementation text for two (2) station areas in San Bernardino. The draft text will be reviewed with SANBAG and the City of San Bernardino. Formal comments will be provided by the City on the

draft text to the consultant team and one set of revisions will be made.

Deliverables

- Draft Plan
- Final draft plan for City to begin approval process

TASK 7.4 Provide Summary of Potential TOD Funding Mechanisms

Activities

- 7.4.1 The HDR team will meet with appropriate staffs in the cities of San Bernardino, Loma Linda, and Redlands to define and review their current funding methods and programs used to provide public facilities and services, and identify potentially suitable adjustments to current funding methods and programs for TOD areas. Potential suitable adjustments to address public facilities and services for transit orientation may include modification of traffic impact fees, vehicular circulation funding programs or other funding programs.
- 7.4.2 The HDR team will meet with appropriate staffs of the cities of San Bernardino, Loma Linda, and Redlands staffs to identify potential additional funding approaches and programs for transit oriented public facilities and services specifically within planned TOD areas. Potential additional funding programs could include public/private partnership agreements and transit oriented community facilities and infrastructure finance districts.

Deliverables

- Summary report of current public facilities and services funding methods and programs for each city, and summary of potential adjustments to current methods and programs for TOD areas.
- Summary report of potential additional transit related public facilities and services funding methods and programs for TOD areas.

TASK 7.5 Assistance to the Cities for Plan Adoption

Activities

The HDR team will assist the individual cities with their plan adoption process. City staff would prepare staff reports, prepare General Plan Amendments, as necessary, and carry the projects through to adoption with assistance from the consultants in presentations. Environmental review would be performed by the cities. The HDR team will attend up to four (4) meetings and prepare up to two (2) PowerPoint presentations to assist the Cities in plan adoption.

Deliverables

- Two (2) PowerPoint presentations

TASK 7.6 Ridership Modeling for Land-Use Alternatives

Activities

The Consultant will use the local travel demand model to assess the ridership and user benefits for up

to two distinct land use alternatives. The baseline conditions for the analysis of land use alternatives will be the currently adopted land use and socioeconomic data in the SCAG RTP 2008. Land use alternatives will be analyzed to demonstrate the effects of redistributing future growth in the corridor to the station areas, thereby increasing station area development densities. An important result of the model runs will be to show local stakeholders the levels of transit ridership, user benefits and cost effectiveness indices that can result from varying levels of development densities within the station areas.

The Consultant will maintain and update a database of the model-related land use and socioeconomic variables required to test transit alternatives and land use alternatives in the study area. These variables include numbers of households, population and employment data used in the ridership models.

The data will be maintained in spreadsheet and GIS formats which will allow the consultant to manipulate the data for the purposes of testing various TOD related land use alternatives. The GIS products will allow the Consultant to graphically display the effects of land use redistributions to local stake-holders.

The travel demand model will be used to test the transit ridership impacts of land use alternatives for various modes of transit in the corridor.

This task will include up to three meetings or workshops with Corridor cities and local stakeholders to explain and demonstrate the planning process and the ridership impacts of various levels of TOD development around stations.

Deliverables:

- Summary documentation in PowerPoint format for presentation of ridership and user benefit impacts of TOD development around stations for three iterations of meetings with local stakeholders
- Travel Forecast and User Benefits Result Report documenting the input assumptions and results for the analysis of the TOD development impacts (one Draft and one Final).

Assumptions

- The project will start by February 15 in order to provide requested input to the City of Redlands TDR study, as described in Task 8.1 f.
- Each City would prepare any proposed adjustments or additions to city funding methods and programs, including staff reports, resolutions, ordinances, background reports, any regulatory and environmental analysis to carry the funding method or program through to adoption.
- HDR's subconsultant, Iteris will provide assistance in reviewing traffic capacity, street widths, traffic analysis, and circulation concepts related to the TODs
- No market analysis will be done as part of this effort. The City of Redlands will provide existing and proposed land use tabulations for use in the modeling.
- The scope assumes that the two stations in San Bernardino would not be relocated to another station area.
- The City of Loma Linda would prepare any proposed adjustments or additions to city policy or ordinance including staff reports, resolutions, ordinances, background reports, and any

regulatory and environmental analysis to carry any proposed adjustments or additions to city policy or ordinance to adoption.

TASK 8 - REDLANDS RAIL SUPPORT

The HDR team will assist SANBAG with planning and engineering services to support the Redlands Rail project. Support services will include survey and right-of-way identification, review and refinement of the Alternatives Analysis Report, preparation of an environmental assessment, existing conditions assessment and equipment review for the Redlands Rail corridor.

TASK 8.1 Survey of Redlands Rail Alignment

Survey and Mapping data will be capture within the following project limits: The rail corridor from Rialto and E Streets to Judson Street in the City of Redlands; 500-feet on either side of the rail centerline at each of the 26 intersecting streets; and 1000-feet on either side of the rail centerline at each of the three river/stream.

AERIAL PHOTOGRAPHY: Aerial photography will be obtained for the Redlands Rail project corridor. The limits of the mapping will include a swath of 3000-feet centered on the apparent centerline of the existing railroad corridor.

Horizontal and vertical control will be established along the corridor to support the aerial photography along the Redlands Rail project corridor, from Rialto and E Streets easterly to Judson Street. This control will be tied into the primary network established for this project and will be tied into the North American Datum of 1983 (NAD83 NSRS 2007) and the North American Vertical Datum of 1988 (NAVD88).

A 3" pixel color Digital Ortho Photo and Infra Red Digital Ortho Photo will be prepared for the limits described above. In addition, a mosaic photo of the project area will be prepared, mounted on 1" gatorboard and delivered as a part of this task. The aerial mapping will be prepared in conformance with National Map Accuracy standards. Horizontal and vertical aerial control panels will be set to meet aerial triangulation requirements. The digital orthophotos will be delivered in a geo-referenced TIFF format.

OPTIONAL TASK: TOPOGRAPHIC DATA COLLECTION: 3D Laser Scanning (HDS) methods will be utilized to collect detailed topographic surveys along the project corridor. The data collected will include, but not be limited to, the existing rails, ballasts, edge of pavement and concrete, top of curb, flowline, sidewalks, traffic and street signs and other visible surface features within the project area.

HDS methods will be used along both the city streets and the rails. THE HDS scanning equipment will be mounted onto a Hi-Rail vehicle so the unit can operate from the rails. This will allow the best capture of data through the rail corridors and the rail yards. The HDS scanning equipment will then be mounted into a regular vehicle to capture data at each of the 26 crossing streets, 3 river crossings and 2 interstate highway crossings.

The HDS data collected along with the conventional survey data will be tied to the project control and verified with quality control measures. The data will then be archived for future mapping at later phases of the project. The limits of the data collection will include the limits of right of way for the

rail corridor, back of walk to back of walk for city streets and the apparent limits of right of way for the river and stream crossings. In addition to the topographic data collection, digital video and/or photographs of the project corridor will also be obtained and archived for future use.

It will be necessary to coordinate with the rail operators throughout the operation and utilize flagman services as required by the railroad authorities.

Deliverables

- Survey Methodology Report
- Survey Field Notes – PDF format
- Digital Orthophoto – GeoReferenced TIFF
- Digital InfraRed Orthophoto – GeoReferenced TIFF
- Digital Video and/or Photos

TASK 8.2 Existing Right-of-Way Definition

The HDR team will research record maps with the County of San Bernardino, City of Redlands, and railroad right-of-way maps and records through Metrolink and the State Board of Equalization as required.

The HDR team will review all records research and conduct a field survey of landnet monuments and field evidence of property boundaries and rights-of-way. Field and record data will be analyzed and boundary line locations will be fixed. A Record of Survey will be prepared and filed with the County Surveyor to document the location of all evidence before the beginning of construction destroys any evidence. The HDR team will monument the existing Redlands Branch right-of-way and prepare and file a Record of Survey with the County Surveyor.

Deliverables

- Raw data survey notes and hardcopy plot of boundary lines
- Delivery of electronic version of boundary lines to design engineers
- Filed Record of Survey

TASK 8.3 Alternatives Analysis

Background and Purpose

Over the last several years, SANBAG has been studying the feasibility of using the Redlands Subdivision, a 9-mile railroad between downtown San Bernardino and the University of Redlands, for fixed guideway transit service.

The San Bernardino region has experienced and is expected to continue to experience rapid population growth and growth in travel demand. The region's major highways have limited expansion potential and experience significant congestion. The San Bernardino Valley, including the Cities of San Bernardino, Loma Linda, and Redlands, is a mix of low to medium density residential, agriculture, open space, commercial and industrial land uses. Trips originate from a dispersed area. Employment and retail destinations are concentrated in downtown San Bernardino and downtown Redlands. The Santa Ana River and San Bernardino International Airport, in the middle of the study

area, create a truncated street network. Consequently, many local trips use the congested I-10 freeway, and local bus service suffers from slow travel time.

SANBAG purchased the Redlands Subdivision from the Atchison Topeka and Santa Fe Railway Company (AT&SF) (now BNSF) in 1993, a direct and dedicated transportation corridor through the middle of the San Bernardino Valley, with effective anchors on both ends: Downtown San Bernardino on the east, and Downtown and the University of Redlands on the west. In 2003, SANBAG completed a Rail Feasibility Study. In 2006, SANBAG developed Station Area Plans (Transit Oriented Development) along the Redlands Subdivision as a way to accommodate growth and support the fixed guideway transit system. The Cities of San Bernardino, Loma Linda, and Redlands have endorsed these plans.

The purpose of the Redlands Subdivision Alternatives Analysis (AA) is to identify and compare the benefits, costs, and impacts of a range of transit alternatives for the Redlands Subdivision in order to determine a preferred course of action. The Consultant will work towards developing the Redlands Subdivision into a project that qualifies for Federal Transit Administration (FTA) funding. However, it is important to acknowledge that FTA New Starts is a competitive program, and it is possible that the project may continue to not qualify.

This AA will be conducted to meet Federal Transit Administration New Starts program and other applicable federal, state, and local requirements which would allow the Redlands Subdivision to qualify for federal funding and progress in the FTA project development process. If the project qualifies for New Starts, further work, including environmental clearance under the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), financial planning, design, and preparation of the New Starts application package and project readiness documents could be added to this contract by amendment.

TASK 8.3.1 AA STUDY MANAGEMENT

The Consultant will prepare a Project Management Plan (PMP) for the study as a chapter or section of the overall PMP. It will refine the contract scope of work and be used to guide and monitor the project. The PMP will specify the roles and responsibilities of the Consultant and other study participants, identify specific work tasks, sub-tasks, and review/comment points, and provide a detailed schedule of work – including major milestones that must be met before further work can proceed.

The Consultant will conduct jointly with SANBAG progress meetings as needed to track the work. It is anticipated that these meetings will be separate from meetings on the one-mile Metrolink extension, and may be needed as frequently as every other week. The progress meetings will highlight specific tasks and issues, which have become critical or otherwise affect orderly performance of the work. The minutes and an action item list will be kept and distributed electronically to a standard list of recipients. Minutes will be distributed within three working days of the meeting.

Deliverables:

- Project Management Plan

- Monthly Progress Reports
- AA Study Meetings as required
- Meeting minutes and action item lists

TASK 8.3.2 AA STUDY PUBLIC INVOLVEMENT

The Consultant will be responsible for establishing and carrying out an active public involvement program. The public involvement plan for this study must provide for early and continuous involvement of stakeholders; reasonable public availability of technical and other information; collaborative input on alternatives; evaluation criteria and mitigation needs; and, open access to the decision-making process.

The Consultant should propose a public involvement process that will attain those goals. The public involvement process proposed by the Consultant should:

- Clearly define the purpose and objective for initiating a public dialogue on transportation issues;
- Specifically identify affected public and other stakeholder groups with respect to the plans and programs under development;
- Identify techniques for engaging the public in the process;
- Identify notification procedures to effectively target affected groups;
- Identify education and assistance techniques, which result in an accurate and full public understanding of transportation issues; and
- Propose a committee structure to engage the various stakeholders in the review and decision making process.

Deliverables:

- Public Involvement Plan (Draft and Final)
- Public involvement documents and materials as directed by the Public Involvement Plan
- Facilitation of the public involvement process, documented in the Monthly Project Progress Report

TASK 8.3.3 REVIEW PREVIOUS DOCUMENTS

The Consultant will review previous, appropriate planning studies including but not limited to:

- Redlands Passenger Rail Feasibility Report

- Passenger Rail Short Range Transit Plan, FY2008-FY2012
- Omnitrans Short Range Transit Plan, 2008-2013, Final Report, July 2007
- Redlands Subdivision Study of Operating Alternatives and Infrastructure Requirements, October 2007
- Redlands Passenger Rail Station Area Plan, January 2007
- 2006 San Bernardino County Annual Survey, April 2007
- SCAG 2006 Regional Transportation Plan (RTP)
- SCAG 2006 Regional Transportation Improvement Program (RTIP)
- SCAG*2008 Regional Transportation Plan (RTP)
- SCAG 2008 Regional Transportation Improvement Program (RTIP)
- Redlands Subdivision Transit Corridor, Draft Definition of Alternatives Report, October 2009

Deliverable:

- Technical Memorandum summarizing Document Review (Draft and Final)

TASK 8.3.4 PREPARE FTA PROJECT INITIATION PACKET

The consultant shall prepare material for submission to the FTA to initiate the Alternatives Analysis process, in adherence to FTA guidance on development of Project Initiation Packet. This material shall include a description of the project area and study limits, description of potential alternatives, likely community issues, and likely environmental issues to be addressed in the AA process. The consultant will also support SANBAG in review and comment with FTA staff.

Deliverable:

- FTA Project Initiation Report and Packet (Draft and Final)

TASK 8.3.5 FTA COORDINATION

The purpose of this task is to ensure that the decision-making process for the Redlands Subdivision reflects the FTA requirements and includes FTA in early study activities to reduce the potential for delays. The consultant will support SANBAG in early and ongoing coordination with FTA to try to secure agreement and approval of purpose and need, the methodologies being used, the data collected, evaluation and assessment analysis, the definition of alternatives, and the process for the selection of the LPA. FTA should clearly understand the alternative(s) to be taken forward in the AA and presented at scoping. Other early review with FTA may include review of the travel demand model.

Deliverable:

- Meeting summaries of each meeting with FTA staff

TASK 8.3.6 EXISTING /FUTURE CONDITIONS

In consultation with SANBAG, the Cities of San Bernardino, Loma Linda, and Redlands, and Caltrans, at a minimum, the Consultant will document the existing and future conditions in the study area and their underlying causes. The background materials to be compiled include: base mapping for the study area, recent aerial photography, study area demographics, existing transportation facilities and services (roadways, transit routes), study area land uses and major activity generators, and right-of-way. To the greatest extent possible the Consultant will utilize data already available, and will identify any data required to complete this task that is not readily available.

HDR will prepare the existing conditions study/report for the Redlands Rail alignment that will contain the following elements:

- Collect and analyze existing physical data and as-built data from SANBAG, BNSF and Metrolink furnished materials. These elements include: track, grade crossings, communication and signals, geotechnical, hazardous materials, structures and culverts, roadways and streets, hydrology and drainage, ROW delineations, track charts, and utilities.
- The HDR Team will conduct a site visit of the project site to check existing conditions based on the information in previous activity. This activity will be documented in the existing conditions report.
- Conduct an inventory and condition assessment of the existing track, grade crossings, structures, signal system, active warning devices and related assets, and organize and update all available as-built drawings, track charts, signal circuit drawings, inspector report and other documents. Identify additional data needs for preliminary design and prepare a plan for acquiring the data.
- Optional Task: Assist with setup of a Mobile GIS data collection system to collect existing conditions field data. HDR has used a similar system on other existing rail projects to conduct inventory and condition assessments. Once setup the mobile GIS system will enable staff the ability to efficiently collect accurate field data. The system will save time and money, since there is no need to transcribe field notes from maps and forms enter into a computer. Information collected in the field on the mobile GIS system can be downloaded directly into the computer after each and is ready to use in an electronic format. The system can also be setup to only accept certain known values, which reduces errors that can happen in the field and during the transcription process from paper to computer.

Deliverables:

- Technical Memorandum on Existing and Future Conditions (Draft and Final)
- Set of associated Maps/Plots and other materials sufficient to explain existing and future transportation, demographic and land use conditions in the study area for presentation.

TASK 8.3.7 PURPOSE & NEED STATEMENT/GOALS AND OBJECTIVES

The Consultant will develop a purpose and need statement that establishes the problems to be addressed in the study, serves as a basis for the development of the goals/objectives and the evaluation measures, and provides a framework for determining which alternatives should be considered. The purpose and need statement must address current and future conditions based on a 2035 planning horizon and be consistent with FTA New Starts criteria. As part of this task, the Consultant will also work with various committees established for the study to develop goals and objectives as well as evaluation measures.

Deliverable:

- Technical Memorandum on Goals and Objectives (Draft and Final)

TASK 8.3.8 DEVELOPMENT OF CONCEPTUAL ALTERNATIVES

The Consultant will be responsible for preparing conceptual definitions of the alternatives recommended for further review. For each alternative, the conceptual definitions will include the preliminary identification of mode and operating strategies, including the supporting transit network. The end result of this task is a list of alternatives for AA level (non-NEPA) scoping meetings (see Task 6).

Deliverables:

- Technical Memorandum on Conceptual Alternatives (Draft and Final)
- Set of associated Maps/Plots and other materials sufficient to explain the conceptual alternatives for presentation.

TASK 8.3.9 AA SCOPING (NON- NEPA)

While SANBAG is not intending to begin the formal NEPA process during this Alternatives Analysis Study, a kick-off/scoping task has been included in order to provide the general public and partner agencies an opportunity to formally comment and become involved in the study process and products. This scoping process is intended to help define agency roles, promote streamlining, foster early consideration of key issues, gain input on alternatives for consideration, and build relationships. The Consultant will prepare scoping meeting materials, facilitate two scoping meetings (one in San Bernardino and one in Redlands), and document the results of the scoping process. Information that will be prepared and distributed for the scoping meetings includes the purpose and need statement, the goals and objectives, the evaluation measures, and the alternatives under consideration. This task will also allow the preparation of the Project Initiation Package to FTA which will document the project's problem statement, evaluation criteria, and conceptual alternatives.

Deliverables:

- Documents and presentation materials for two AA scoping meetings.
- Conduct two AA Scoping Meetings

- Technical Memorandum documenting results of two AA Scoping Meetings (Draft and Final)
- Project Initiation Report and Packet for submittal to FTA (Draft and Final)

TASK 8.3.10 SCREENING OF ALTERNATIVES

The Consultant will prepare an evaluation of the alternatives applying evaluation measures that support the goals and objectives for the corridor established during Task 4: Purpose and Need Statement. The purpose of the screening process is to narrow the alternatives to those that are most likely to achieve the goals and objectives established during Task 4.

After the initial screening is completed and the alternatives have been narrowed to a maximum of five, including the baseline alternative, the Consultant will complete Tasks 8-14: conceptual design, operating plan, 2035 ridership forecast, capital and operating costs, and potential environmental/community impacts for the remaining alternatives.

This scope of work and fee estimate assumes that three build options are carried forward beyond the initial screening.

Deliverables:

- Technical Memorandum on Screening Methodology and Results (Draft and Final).
- Set of associated Tables/Plots and other materials sufficient to explain existing screening assumptions, conclusions, and recommendations for presentation.

TASK 8.3.11 DETAILED DEFINITION OF ALTERNATIVES / CONCEPTUAL DESIGN

The Consultant will prepare a conceptual design for each alternative advanced from the screening process. The conceptual design should include a concise description of the alignment (horizontal and vertical), typical cross-sections, station locations, identification of known utilities, key geometric constraints, right-of-way, structures (bridges/tunnels), and stations (platforms, access, parking, park/ride etc.). The Consultant will also define design guidelines/standards. The level of detail for the conceptual designs will be sufficient to establish key differences among the alternatives, ensure an acceptable degree of confidence in the capital and operating/maintenance costs, and support assessment of the environmental impacts.

Deliverables:

- Technical Memorandum on Detailed Definition of Alternatives (Draft and Final).
- Set of associated Tables/Plots and other materials sufficient to explain conceptual design and detailed alternative definitions for presentation.

TASK 8.3.12 OPERATING PLAN DEFINITION AND ANALYSIS

The Consultant will develop detailed operating plans for the alternatives advanced from the screening process and specified in Task 8.0. These detailed operating plans will include station locations,

termini, frequency of service by time period, fares, hours of service, a bus integration plan, number of vehicles required, number of vehicle miles traveled, and number of vehicle hours.

Deliverables:

- Technical Memorandum on Operating Plan Definition and Alternatives (Draft and Final).
- Set of associated Tables/Plots and other materials sufficient to explain the operating plan for presentation.

TASK 8.3.13 RIDERSHIP FORECAST

The Consultant will prepare ridership forecasts for a Baseline alternative and up to five additional alternatives (TSM, BRT, LRT, DMU and Commuter Rail). For each modeled alternative the Consultant will report the total trips by mode, trip purpose, and time period; the total unlinked transit trips by trip purpose, time period, route, boarding/alighting by station, mode of access and parking demand by station; and, the number of vehicle miles traveled, passenger miles traveled, passenger revenues, travel time savings, and reductions in vehicle miles traveled and emissions.

Deliverables:

- Technical Memorandum on Travel Forecast Methodology (Draft and Final).
- Comparative descriptive table summarizing up to six (6) alternatives (including baseline), and how inputs vary across alternatives
- A series of comparative tables showing key model results (linked trips, project boardings, total system boardings, trips to key destinations, and incremental user benefits) for base year, future no-build, and up to five (5) future-year alternatives, plus the Baseline Baseline.
- Travel Forecast Results Report documenting the input assumptions and results for the six (6) final alternatives. One Draft and one Final will be prepared.

TASK 8.3.13.1 TRAVEL MODEL DEVELOPMENT

The Consultant recognizes that there is no travel model currently available that can accurately test all of the transit alternatives that are likely to be studied in the AA process to satisfy the stringent requirements of the FTA. The existing focus model used for studying transit alternatives is currently able to test all alternative transit modes that may be studied in the corridor except for the commuter rail mode. Specifically, the existing model lacks the ability to accurately model commuter rail transit ridership without applying modal bias constants that are not acceptable to FTA. The modal bias constants in question are considered high; probably due to the unique nature of the Metrolink transit market in which there are high income levels and a limited geographic market (Los Angeles CBD area). The most likely solution to this problem will involve a refinement of feedback process to distribute trips to the Los Angeles CBD area using log-sum aggregation of alternative paths (auto, local transit and premium transit). The details of the model development will be discussed with FTA (Task 9.3.13.2) to ensure that the overall modeling process falls within their acceptable practice and/or guidance.

Work efforts for this task will include meetings and research to find a reasonable solution to the modal bias constants for commuter rail, recalibrating coefficients for the trip distribution models, and updating the source code for the mode choice models.

Work products for this task will be a Technical Memorandum on Travel Forecast Methodology (one Draft and one Final).

TASK 8.3.13.2 FTA COORDINATION

The Consultant will coordinate with FTA to identify the proper measures necessary to enhance the travel model for testing and comparing all transit alternatives. This task will require conversations with FTA staff to discuss the existing focused model that is used in the study area and the data collection efforts needed to understand the existing transit markets.

This task will also involve discussions with FTA to identify appropriate alternative specific constants to be applied in the model in order to quantify the unmeasured attributes of various transit modes as they affect the relative attractiveness of the alternative modes.

The Work product for this task will be meeting notes and specific comments/recommendations from discussions between the Consultant and FTA.

TASK 8.3.13.3 LAND USE FORECASTS

The Consultant will maintain and update a database of the model-related land use and socioeconomic variables required to test transit alternatives and land use alternatives in the study area. These variables include numbers of households, population and employment data used in the ridership models. This task will include a database for the existing year (2010) and a database for the horizon year (2035).

The work products for this task will be tabulations and GIS-generated graphics of existing and horizon year socioeconomic data for review by local cities and to include in other reports.

TASK 8.3.13.4 MODEL VALIDATION

The Consultant will apply the model for existing year (2010) conditions to validate that the updated model, including the enhancements described in Task 9.3.13.1, can accurately replicate the transit ridership in the Redlands Rail study area, specifically the ridership on the five Omnitrans routes serving the corridor and the Metrolink service to the Santa Fe depot in San Bernardino.

The work product for this task will be a Travel Demand Model Validation Technical Memorandum (one Draft and one Final).

TASK 8.3.13.5 MODEL APPLICATION

The Consultant will apply the model for horizon year 2035 conditions to test transit alternatives for the Alternatives Analysis. This will include up to six transit alternatives: a Baseline alternative and up to five additional alternatives (TSM, BRT, LRT, DMU and Commuter Rail). This task will include defining the operational aspects of the alternatives (route alignment, stop locations, operating

speeds, headways, etc.); coding the transit networks in the forecasting model; applying the model; reviewing the model results to ensure reasonableness; and preparing summary reports of the results, including New Starts ridership templates.

The work products for this task will be comparative descriptive tables summarizing up to six (6) alternatives (including baseline), with the assumed inputs by alternative; and a series of comparative tables showing key model results (linked trips, project boardings, total system boardings, trips to key destinations, and incremental user benefits) for base year, future no-build, and up to 6 future-year alternatives, including Baseline.

TASK 8.3.13.6 USER BENEFITS ANALYSIS

The Consultant will post-process the ridership forecast results using FTA Summit software to estimate the user benefits for transit and land use alternatives. This data will subsequently be used to estimate the cost effectiveness indices of alternatives for submittal to FTA.

The work products for this task will be user benefits reports and GIS-generated graphics of user benefits accrued to individual zones for inclusion in other reports.

TASK 8.3.13.7 SPECIAL MARKETS ANALYSIS

The Consultant will identify special markets that may exist in the study area, and estimate the quantity of the future transit market associated with these special markets. This data will be used to supplement the ridership and user benefits forecasts.

The work products for this task will be a tabulated list of special markets and an analysis of the associated transit trips related to those markets.

TASK 8.3.13.8 MODELING SUPPORT FOR OTHER TASKS

The Consultant recognizes that the model results are often required for other aspects of the AA process, especially the operations plans and the traffic and transportation aspects of the environmental assessment.

The work products for this task will be appropriate tabulations and graphic representations of model results for specific tasks as required by other members of the Consulting Team.

TASK 8.3.14 CAPITAL COST ESTIMATE

The Consultant will develop a forecast year capital cost estimate for up to six (6) alternatives (including baseline). At a minimum, the capital costs should include: guideway, stations, vehicles, utilities, structures, maintenance facility, right-of-way and contingencies.

HDR Team will assist SANBAG with identifying anticipated right-of-way and construction easement requirements for four (4) build alternatives (BRT, LRT, DMU and Commuter Rail). Right-of-way requirements will be established in Microstation format and tabulated in an Excel spreadsheet with parcel number identification and area of take required. We will provide "order of magnitude" cost estimates for four (4) alternatives based on *Caltrans Project Development Procedures Guidelines* for

Project Report cost estimates.

The following steps will be taken to perform cost estimates:

- Review project maps
- If required, field review of parcels while keeping information confidential so as not to unduly alarm property owners or tenants
- Determine any take areas, easements and remainders
- Determine if the parcel is a full or part take and “larger parcels” (some may be consequential full take due to the nature of the impact)
- Collect sales comparable data for all property types (these include MLS, public records, appraisers, brokers and a variety of other resources)
- Determine the type and complexity of the appraisal
- Determine public agency, private and non-profit ownerships
- Notify engineering of any unusual, high profile, expensive or potential hazardous properties within the project that may warrant alignment review or further investigations
- Identify any properties that may require additional acquisition or relocation lead times to meet project deadlines
- Prepare a spreadsheet for each alternative based on right of way maps and tax records that identify property ownership and land use along each alternative. The parcel use categories shall utilize appropriate categories, including:
 - Land in public ownership; specific use and responsible agency/jurisdiction
 - Commercial: retail, wholesale, industrial, other commercial
 - Residential: single-family or multi-family
 - Vacant
 - Mixed uses
 - Other (specific)

Deliverables:

- Technical Memorandum on Capital Cost Estimate (Draft and Final).
- Set of associated Tables/Plots and other materials sufficient to explain the capital cost estimates for presentation.
- Tabulated Right-of-Way Requirements Spreadsheet
- Project Report level Right-of-Way Costs Estimates

Assumptions

- 9 stations with approx. 4-8 parcel acquisitions/station (8 hrs./station = 72)

- 9 Park-n-Ride lots not adjacent to the stations, approx. 2-5 parcels/PnR lot
- 1 Maintenance Facility adjacent to tracks, approx. 2-5 parcels
- No Grade crossings requiring ROW acquisition

TASK 8.3.15 OPERATING & MAINTENANCE COST ESTIMATE

Utilizing operating statistics developed from the operations plans, and ridership forecasts obtained from the travel demand model, the Consultant will prepare operations and maintenance (O&M) cost estimates for up to six (6) alternatives (including baseline). Costs will be based on the level of service provided (e.g., peak vehicles, vehicle-hours and vehicle-miles of service). Cost estimation methods will be consistent with FTA accepted practice.

Deliverables:

- Technical Memorandum on Operating & Maintenance Cost Estimate (Draft and Final).
- Set of associated Tables/Plots and other materials sufficient to explain the operating & maintenance cost estimates for presentation.

TASK 8.3.16 ENVIRONMENTAL ANALYSIS

While the intent is not to conduct a NEPA analysis, the Consultant will identify potential impacts to the social, economic and natural environment for each selected alternative and the cost to avoid/minimize/mitigate these impacts. The categories of potential environmental impacts include for example, noise and vibration, traffic, air quality, biological, historical, cultural, and hazardous materials.

The traffic evaluation will include an analysis of rail crossing delay for alternative modes and the potential need for grade separation at Mill Street, Orange Show Road, Waterman Avenue, and Tippecanoe Avenue.

An overview / preliminary Phase I site assessment will be prepared for the Redlands Subdivision, from the Transit Center at E Street/Rialto Avenue to the University of Redlands. This effort will include regulatory database review, field reconnaissance, and limited historical data review (all parts of the ASTM E 1527-05 Phase I protocol). The purpose of the overview will be to provide the team with a “fatal-flaw” level of analysis for the future project for the covered area.

Deliverables:

- Technical Memorandum on Environmental Analysis (Draft and Final).
- Set of associated Tables/Plots and other materials sufficient to explain the environmental analysis for presentation.
- Overview Phase I Report for use by the team for general decision-making. The report will provide adequate depth of data and analysis to determine sites that will require follow-up Phase I work as the corridor location and specifics are refined.

TASK 8.3.17 SENSITIVITY ANALYSIS

The Consultant will use sensitivity analysis to demonstrate how travel time, operating and maintenance costs, and capital costs may be affected by modification of an operating input such as frequency, vehicle/train capacity, and station locations. This iterative process will be conducted and coordinated with the ridership forecasts to identify the impacts— persons, cost, time, and cost-effectiveness—of up to six (6) alternatives (including the baseline).

Deliverables:

- Technical Memorandum on Sensitivity and Uncertainty Analysis (Draft and Final).
- Set of associated Tables/Plots and other materials sufficient to explain the sensitivity and uncertainty analysis for presentation.

TASK 8.3.18 FINANCIAL PLANNING

The Consultant will conduct a financial analysis to a sufficient level of detail to determine major differences in the alternatives under consideration and to help in the decision on the selection of the preferred alternative. It will focus on the comprehensive identification and evaluation of existing Federal, State, and local sources of funding for each alternative, presentation of revenues from each possible source, identification of potential funding shortfalls, other alternative local funds and the development of a Financial Plan for the preferred alternative.

Deliverables:

- Technical Memorandum documenting methodology and results of the Financial Analysis (Draft and Final).

TASK 8.3.19 EVALUATION OF ALTERNATIVES / SELECTION OF LOCALLY PREFERRED ALTERNATIVE (LPA)

This evaluation of alternatives will utilize the information developed during the previous tasks and the identified evaluation criteria, to weigh each alignment alternative against the project goals and objectives and present the results. The Consultant will prepare an analysis, consistent with the New Starts Program, comparing the transportation, social, economic, and environmental impacts for all alternatives to assist SANBAG and community stakeholders in determining the alternative(s) that best addresses the goals and objectives developed during Task 3. Evaluation measures should include criteria used by the FTA for Financial and Project Justification ratings. The Consultant would support SANBAG staff in taking the results of the evaluation forward to the SANBAG Board of Directors for a decision on the LPA.

Deliverables:

- Technical Memorandum on Alternatives Evaluation (Draft and Final).

TASK 8.3.20 FINAL ALTERNATIVES ANALYSIS REPORT

The Final Report will include the following information:

- Summary
- Purpose and Need
- Alternatives considered
- Transportation impacts
- Affected environment and environmental consequences
- Costs and financial plan
- Evaluation

Deliverables:

- DRAFT Alternatives Analysis Final Report, formatted according to FTA guidelines for Alternatives Analyses Reports
- FINAL Alternatives Analysis Final Report, formatted according to FTA guidelines for Alternatives Analyses Reports

Note: This scope of work and fee estimate does not include the preparation of New Starts Submittals or other FTA Project Readiness Documents.

TASK 9 - BUDGET FOR CONTINGENCIES

This task includes contingencies anticipated for this project.

TASK 9.1 Phase II Environmental Site Assessment (HDR)

Perform the Phase II Environmental Site Assessment, and make recommendations for limited / targeted remediation of hazardous materials if determined to be required (including identification, handling, transportation, and/or disposal of hazardous materials in accordance with regulatory requirements). The discovery of any hazardous materials that would require long-lead clean-up impacting the critical path schedule for project completion shall be called to the attention of SANBAG for determination of appropriate course of action.

Deliverables

- Phase II Hazardous Materials Report

Assumptions

- Budget assumes eight sites of concern to be investigated in the Phase II
- Maximum of four investigative borings per site, depth 30 feet
- Two soil samples per boring, lab analysis including volatiles, semivolatiles, and RCRA 13 metals
- No groundwater samples
- Single, one-week long field mobilization for drilling / sampling program

- All required plans, including Health and Safety Plan, sampling workplan, and Traffic Control Plan
- Boring logs for each boring
- Maps showing boring locations
- Draft and Final reports, assuming one round of review / editing internally and one round to assess client comments

Follow-up meetings (2) to address issues / concerns

TASK 9.2 DATA COLLECTION – RIDER SURVEYS

This is an optional task to collect rider data for transit riders in the Redlands corridor who will be affected by the transit services provided in the Redlands Corridor. This task is considered an optional task because the rider survey data should be collected as part of on-going data collection efforts by the local transit operators – Omnitrans for local bus service; and SCRRA for Metrolink services. If either the quality or timeliness of the survey data provided by those operators is not satisfactory for the needs of the Redlands Rail AA, part or all of this optional task will be added to the work scope.

The Consultant will collect data necessary to understand transit ridership behavior in the study area. Much data is currently available. The most recent on-board survey data for local bus services was completed in March and April 2006. This survey collected data for all transit routes operated by Omnitrans, including the routes serving the Redlands Rail Corridor. Similarly, SCRRA completed on-board surveys of Metrolink riders in 2004 and 2005. While this data includes the socioeconomic and trip-making information necessary to understand the transit market in the study area, this data source is relatively old, and captures a relatively small number of data observations for transit riders in this corridor, especially for the purpose of identifying the origins and destinations of transit trips in the study area. FTA will want to see more recent data that provides a more complete and up-to-date picture of this transit market.

The Consultant understands that the existing transit ridership in the corridor is represented by two vastly different markets: 1) local bus riders who are generally lower income and transit dependent and who use bus services to reach destinations throughout the Redlands Corridor cities, the San Bernardino Valley and the surrounding region; and 2) Metrolink riders who are more affluent and most of whom have destinations in the Los Angeles CBD area.

The work products for this optional task will include two surveys to supplement the understanding of the existing transit markets in the corridor. The first survey will include local transit riders on the five Omnitrans routes that serve the corridor: Omnitrans Routes 2, 8, 9, 15, and 19. The second survey will be for Metrolink passengers who use the Santa Fe Depot in San Bernardino.

Work products for this optional task will be an existing conditions transit ridership report summarizing the survey results, including ridership activity, socioeconomic characteristics of transit routes and route segments, and tabulated and graphic summaries of geo-coded origin-destination observations.

Deliverables List

- Monthly Invoices and Progress Reports
- Project Management Plan
- Work Breakdown Structure
- Production Plan
- Project Schedule with Monthly Updates
- Draft and Final QA/QC Plan
- QA/QC Audits
- Training Session Attendance/Certification
- Files Containing Stakeholder Communications
- Meeting Minutes and Action Items
- Site Visit Report
- Existing Conditions Study Report
- Updated Track Charts and Inventory Lists of Track Assets and Condition
- Updated Signal and Active Warning Device Drawings
- Files Containing Obtained Records and Field Notes
- Project Survey Control Notebook
- Aerial Mapping
- Ground Survey Data
- 3D Scanning (HDS)
- Existing Right-of-Way Retracement Survey
- Pre-Construction Record of Survey
- Draft and Final Traffic Study Report
- Utility Base Map
- Geotechnical Investigation Plan
- Right-of-Entry Permits for Geotechnical Investigation
- Draft and Final Geotechnical Report 37
- Phase I, II, and possibly III Environmental Site Assessments
- Draft and Final Design Criteria Manual
- Documentation of Project Requirements from Stakeholders
- Track Configuration Schematic
- Operations Analysis
- Roll Plot Exhibits of Track Alignment Profile, Sections, and Project Footprint
- ROW Sketches
- ROW Definition Drawings
- Title Reports
- Property Plat Maps
- Legal Descriptions
- Environmental Clearance Strategy Memorandum

- Draft and Final Technical Study Reports
- Draft and Final Initial Study/Environmental Assessment
- Public Outreach Support/Materials/ Presentations
- Notice of Completion
- Notice of Intent to Adopt Mitigated Negative Declaration
- Mitigation Monitoring and Reporting Program
- Notice of Determination
- Notice of Intent to Appraise Letters
- Appraisals for Properties to be Acquired
- Appraisal Review—Recommendation for Just Compensation
- Purchase Agreements
- Closed Escrow Documents
- Title Insurance
- Closed Acquisition Files, Including Recorded Deeds, Temporary, and Permanent Easements
- Vacant Property
- Relocation Assistance File
- Court Orders of Possession
- Right-of-Way Certification Form and Backup Documents
- Certification Grant
- Customized Web-Based Right-of-Way Management System
- Interactive Map, Report, and Document Storage
- Final Construction Documents, Including Plans (see Drawing List), Specifications, and Estimates at 30%, 60%, 90%, 100% and Camera Ready
- PUC Grade Crossing Applications
- Notice of Intent for NPDES Permit
- Bid Package
- Written Responses to Shop Drawings, RFIs, RFCs
- As-Built Drawings

Drawings List

Drawing No.	Drawing Title	Sheet No.
General Drawings		
	Cover Sheet	
G-01	Title Sheet	1
G-02	Index of Drawings	2
G-03	Abbreviations and Symbols	3
G-04 to G-06	Construction Site Plans (3)	4-6
G-07	Survey Control Points and Right-of-Way Plan	7
G-08 to G-15	Right-of-Way Plans (8)	8-15
G-16 to G-19	Construction Staging Plans (4)	16-19
Trackwork Drawings		
TS-01	Trackwork General Notes	20
TS-02	Track Horizontal Geometry Notes	21
TS-03	Trackwork Key Plan	22
TA-01 to TA-08	Redlands Main Track Plan and Profile (8)	23-30
TA-09 to TA-12	Depot Track Plan and Profile (4)	31-34
TA-13 to TA-16	Transit Center Stub Track Plan and Profile (4)	35-38
TC-01 to TC-02	Redlands Main Track Typical Cross Sections (2)	39-40
TC-03 to TC-04	Depot Track Typical Cross Sections (2)	41-42
TC-05 to TC-06	Transit Center Stub Track Typical Cross Sections (2)	43-44
TD-01	Track Details	45

TG-01 to TG-03	Track Geometry Data (3)	46-48
TX-01 to TX-14	Earthwork Cross Sections (14)	49-62
Civil Drawings		
CG-01	Grade Crossing Key Plan	63
CG-02	Grade Crossing Plan 2nd Street	64
CG-03	Grade Crossing Plan Rialto Avenue	65
CG-04	Grade Crossing Plan G Street	66
CG-05	Grade Crossing Plan E Street	67
CA-01 to CA-02	Horizontal Control Plans (2)	68-69
CA-03	3rd Street Modification Plan	70
CA-04	3rd Street Signing and Striping Plan	71
CA-05	I Street Modification Plan	72
CA-06	I Street Signing and Striping Plan	73
CA-07	Kendall Avenue Modification Plan	74
CA-08	J Street Modification Plan	75
CA-09 to CA-16	Traffic Handling Plans (8)	76-83
CA-17 to CA-18	San Bernardino Depot Paving Plan (2)	84-85
CA-19 to CA-20	Transit Center Platform Plan (2)	86-87
CA-21 to CA-25	Fencing Plan (5)	88-92
CA-26 to CA-33	Paving, Grading, and Drainage Plans (8)	93-100
CA-34	Drainage Details	101
CA-35	Miscellaneous Civil Details	102

LP-01 to LP-02	Landscaping Plans (2)	103-104
LD-01	Landscaping Details	105
EC-01 to EC-08	Draft Erosion Control Plans (8)	106-113
Utility Drawings		
US-01	Existing Utilities Legend	114
US-02 to US-06	Existing Utilities Plans (5)	115-119
UA-01 to UA-05	Composite Utilities Plans (5)	120-124
UA-06 to UA-07	Sanitary Sewer Plans (2)	125-126
UA-08	Sanitary Sewer Details	127
UA-09 to UA-10	Water Plans (2)	128-129
UA-11	Water Details	130
Structural Drawings		
SS-01	General Notes	131
SS-02	Abbreviations, Design Criteria, and Standard Details	132
SS-03	Standard Details	133
S-01 to S-02	Retaining Wall Plans and Elevations (2)	134-135
S-03 to S-04	Retaining Wall Details (2)	136-137
S-05 to S-06	Pier Protection Plans and Elevations (2)	137-139
S-07 to S-08	Pier Protection Wall Details (2)	140-141
S-09 to S-10	Sound Wall Plans and Elevations (2)	142-143
S-11 to S-12	Sound Wall Details (2)	144-145
Electrical Plans		

EA-01	Abbreviations, General Notes and Symbols List	146
ES-01	Santa Fe Depot Single Line Diagram	147
ES-02	Santa Fe Depot Panel & Fixture Schedule	148
ES-03 to ES-05	Station Electrical Plans (Santa Fe Depot) (3)	153-155
ES-06 to ES-07	Light Pole Foundation Plans (Santa Fe Depot) (2)	149-152
ET-01	Transit Center Single Line Diagram	155
ET-02	Transit Center Panel and Fixture Schedule	156
ET-03 to ET-05	Station Electrical Plans (Transit Center) (3)	157-159
ET-06 to ET-07	Light Pole Foundation Plans (Transit Center) (2)	160-161
EW-01	Wayside Single Line Diagram	162
EW-02	Wayside Power and Control Diagram	163
EW-03	Wayside Electrical Plan	164
TS-01 to TS-02	Rialto and I Street Traffic Signal Modifications (2)	165-166
TS-03	3rd Street/SB Off-Ramp Traffic Signal Modifications	167
TS-04	2nd Street/SB On-Ramp Traffic Signal Modifications	168
TS-05	2nd Street/I Street Traffic Signal Modifications	169
TS-06	Rialto and G Street Traffic Signal Modifications	170
TS-07	Rialto and E Street Traffic Signal Modifications	171
RL-01 to RL-04	Roadway Lighting Plans (4)	172-175
Signaling Plans		
RS-1	Signaling Schematic	176
RS-2 to RS-5	Signaling Aspect Diagrams (4)	177-180

RS-6 to RS-75	Signaling Details (70)	181-250
RS-76 to RS-86	Signaling and Crossing Warning Devices Plan (11)	251-261
RC-1	Communications Schematic	262
RC-2 to RC-5	Communications Diagrams (4)	263-266
RC-6 to RC-15	Communications Details (10)	267-276

Minute Action

AGENDA ITEM: 20

Date: February, 3, 2010

Subject: Omnitrans Governance

Recommendation:*

1. Support efforts to further evaluate and form a transit district for the San Bernardino Valley.
2. Direct staff to work with the Omnitrans management and the Omnitrans Ad hoc Governance Committee in the development of legislation to form the district.

Background: During the Omnitrans strategic planning retreat, held in August 2008 and attended by Omnitrans management staff and members from the represented employees, a few of the Omnitrans Board members, SANBAG staff and transit consumers, the governance of Omnitrans and the possible formation of a transit district was identified as an issue to be addressed. Omnitrans formed an Ad hoc Governance Committee and hired outside legal counsel, Best, Best and Krieger, to help develop legislation that would be necessary for the formation of a transit district. The Governance Committee is comprised of Council Members John Roberts (Fontana) and Floyd Peterson (Loma Linda), Mayor Pro Tem Dennis Michael (Rancho Cucamonga), Mayors Penny Lilburn (Highland), Paul Eaton, Pat Morris, John Pomierski, Dennis Yates, and County Supervisor Neil Derry.

SANBAG staff was invited to one of the Governance Committee meetings to present a brief history of transit services in the County, the flow of funding sources to support transit operating and capital expenses for Omnitrans, and the possibility of forming a transit district. But other than that one attendance,

*

*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

SANBAG staff was not involved in the discussions or drafting of the proposed legislation until the very end of the process. When SANBAG received a copy of the proposed legislation, a number of concerns were identified as well as the need to work with the Omnitrans staff and Governance Committee to address them.

As proposed, the draft legislation to form a transit district would be governed by a nine-member board representing five divisions. Division 1 would be comprised of the Cities of Highland, Redlands, San Bernardino and Yucaipa. Division 2 would be comprised of the Cities of Colton, Fontana, Grand Terrace, Loma Linda and Rialto. Division 3 would be comprised of the Cities of Ontario and Rancho Cucamonga. Division 4 would be comprised of the Cities of Chino, Chino Hills, Montclair and Upland. Division 5 would be the County unincorporated areas. Within the first four divisions, the mayors of the cities would appoint a mayor or city council member to represent that division as well as one public member who is a resident of that division. The representative for the fifth division would be a member of the Board of Supervisors.

Most importantly, the district would be authorized to seek voter approval of either a property tax to fund general obligation bonds or a retail transactions and use sales tax to support the district. Staff views the ability to seek approval of a locally imposed tax to support transit service will be critical for the agency given the recent trend of the State raiding funds originally designated for transit purposes and the condition of the Federal Mass Transit Trust Fund. In addition to the authority to operate public transit service within the defined area of district, the district would be able to acquire property, through eminent domain if necessary; to acquire, construct, operate, control, or use rights-of-way, rail lines, bus lines, stations, platforms, switches, yards, terminals, parking lots, and any and all facilities necessary or convenient for transit service. The proposed legislation would also authorize the transit district board to impose penalties for such activities as fare evasion, loitering, and interfering with the transit operation. It also allows the district to establish and maintain a police force, if so desired.

The Governance Committee held a meeting and invited the balance of the Omnitrans Board to review the proposed legislation on November 17th. SANBAG staff was directed to attend the November 17th meeting and report back on the governance proposal and its status. Board members who had not been involved in the Ad hoc Committee expressed concern over the proposed makeup of the district's board divisions and the proposed schedule for obtaining full Board approval for submitting the legislation. The Governance Committee agreed not to proceed and hold over the issue until a new CEO is on board. That will occur later this month.

Staff is of the opinion that the formation of a transit district is in the best interest of the San Bernardino Valley public and would like to work with the Omnitrans management and the Governance Committee to develop proposed legislation that will be acceptable.

Financial Impact: This item is consistent with the adopted budget. Funding for the staff effort involved to date and in the future is provided under Task 31510000 – Omnitrans.

Reviewed By: This item was reviewed by the Commuter Rail and Transit Committee on January 21, 2010 and unanimously recommended for approval.

Responsible Staff: Mitch Alderman, Director of Transit and Rail Programs

Minute Action

AGENDA ITEM: 21

Date: February 3, 2010

Subject: Local Transportation Fund (LTF) Revised Apportionment for Fiscal Year 2009/2010 and Recommended Apportionment for Fiscal Year 2010/2011

Recommendation:* 1. Approve a decrease of \$11,560,773 to the Fiscal Year 2009/2010 LTF Receipts for a new total of \$53,430,727.

2. Approve the use of \$1,975,046 of the \$3,975,046 audited unrestricted fund balance to minimize the impact of the loss of revenue in FY 2009/2010, retaining the remaining \$2,000,000 unrestricted balance as a Fund Reserve for any shortfall during the current or subsequent fiscal years.

3. Approve an LTF Estimated Apportionment of \$54,232,188 for Fiscal Year 2010/2011.

Background: Pursuant to Section 6620 of the California Code of Regulations (CCR), the San Bernardino County Auditor/Controller (Auditor) is to provide SANBAG, acting as the County Transportation Commission (Commission), with an estimate of revenue available for apportionment and allocation during the ensuing year (Fiscal Year 2010/2011) and if requested, a revised or updated estimate of revenues for the current fiscal year (2009/2010) prior to February 1st. Section 6644 of the CCR requires that the Commission determine and advise all prospective claimants of the amount of all area apportionments for the next fiscal year by March 1st.

*Approved
Board of Directors*

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

Annually, the Commission staff presents an estimate of current and subsequent year LTF receipts to the Auditor in December and requests the Auditor to concur or provide a different estimate. The current year adopted LTF Apportionment is \$64,991,500. Based upon a review of the LTF revenue received through December, staff is projecting a shortfall of \$11,560,773, a 17.8% decrease.

The audited unrestricted fund balance for Fiscal Year 2008/2009 is \$3,975,046. Staff is recommending that \$1,975,046 of the unrestricted balance be used to minimize the impact of \$11,560,773 decrease in the current year apportionment to the various areas. Further, staff is recommending that the remainder of the unrestricted balance (\$2,000,000) be retained for any shortfall in LTF receipts during the current or subsequent fiscal year. (Attachment A)

For Fiscal Year 2010/2011, a LTF estimate of \$54,232,188 is recommended which reflects a growth of 1.5%. On December 18th, staff from the Commission and the Auditor's met to discuss the estimated LTF receipts for the current and next fiscal years. Subsequent to that meeting, the Commission received a formal response from the Auditor's office concurring with the Commission staff's estimate of LTF receipts for both the current and subsequent fiscal year. The apportionment of these funds to areas is shown in Attachment B.

Pursuant to Sections 99233.1, of the California Public Utilities Code, (CPUC), the Commission and the Auditor shall allocate such sums as are necessary for the administrative responsibilities under the Transportation Development Act (TDA). The Auditor's staff is requesting an allocation of \$23,000, an increase of \$3,000. The Auditor has not had an increase in two years. The estimated amount to be allocated to the Commission for its expenses associated with TDA administration, fiscal and compliance audits of all claimants (except Omnitrans) and the two funds (LTF and STAF) is \$450,000.

Pursuant to Section 99233.2(b)(1) of the CPUC, up to 3% of the annual LTF receipts may be allocated to the Commission for its transportation planning and programming functions. Based upon the revised LTF estimate for Fiscal Year 2009/2010, the amount available to the Commission would be \$287,572 less than the amount approved in the adopted budget. The amount of LTF planning funds available to the Commission for Fiscal Year 2010/2011 will be \$1,626,966.

Further, pursuant to Section 99233.2(b)(2) of the CPUC, Southern California Association of Governments (SCAG) shall be allocated not more than one million dollars (\$1,000,000) by the appropriate entities, proportionately. For Fiscal Year 2009/2010 SCAG revised SANBAG's allocation however did not notify SANBAG until after the FY 2009/2010 LTF Estimates had been adopted, thus the increase of \$5,300 to the SCAG planning allocation for Fiscal Year 2009/2010. The SCAG planning allocation for Fiscal Year 2010/2011 will be \$113,500, an \$11,400 decrease from Fiscal Year 2009/2010.

- Financial Impact:*** The Commission is the designated agency responsible for the administration of the LTF for San Bernardino County. Adoption of the revised LTF apportionment for the current fiscal year reduces the amount available to the Commission for planning by \$287,572. The lower apportionments for this fiscal year should not affect the Mountain/Desert transit agencies, however will reduce the amount available for street and road purposes to those jurisdictions in the Mountain/Desert. Finally, the reduction in the current year apportionment will reduce the amount available to Omnitrans by \$6,635,979, which Omnitrans can substitute by use of their Unrestricted Net Assets.
- Reviewed By:*** This item was reviewed by the Administrative Committee on January 13, 2010 and unanimously recommended for approval.
- Responsible Staff:*** Victoria Baker, Senior Transit Analyst

San Bernardino County Local Transportation Fund
Fiscal Year 2009 - 2010
Revised Apportionments

	APPORTIONMENT	REVISED APPORTIONMENT	DIFFERENCE
Prior Year Reserve	\$ -	\$ 3,975,046	\$ 3,975,046
Estimated Annual LTF Receipts	\$ 64,991,500	\$ 53,430,727	\$ (11,560,773)
Fund Reservation	\$ -	\$ (2,000,000)	\$ (2,000,000)
Total Etimated Funds Available	\$ 64,991,500	\$ 55,405,773	\$ (9,585,727)
Auditor's Administrative Cost	\$ 20,000	\$ 20,000	\$ -
SANBAG's Administrative Cost	\$ 425,000	\$ 425,000	\$ -
County Transportation Commission Planning	\$ 1,949,745	\$ 1,662,173	\$ (287,572)
SCAG Planning	\$ 119,600	\$ 124,900	\$ 5,300
Resulting Balance	\$ 62,477,155	\$ 53,173,700	\$ (9,303,455)
Article 3 (SB821) Program	\$ 1,249,543	\$ 1,063,474	\$ (186,069)
Balance Available for Apportionment	\$ 61,227,612	\$ 52,110,226	\$ (9,117,386)
Apportionment Area	Population	Percentage	
Valley	1,495,588	72.7509%	\$ 44,543,631
Adelanto	28,181	1.3708%	\$ 839,325
Apple Valley	70,092	3.4095%	\$ 2,087,575
Barstow	23,952	1.1651%	\$ 713,371
Big Bear Lake	6,256	0.3043%	\$ 186,325
Hesperia	87,820	4.2719%	\$ 2,615,574
Needles	5,807	0.2825%	\$ 172,952
Twentynine Palms	27,966	1.3604%	\$ 832,921
Victorville	107,408	5.2247%	\$ 3,198,971
Yucca Valley	21,268	1.0346%	\$ 633,432
County - Unincorporated	181,428	8.8253%	\$ 5,403,535
Total	2,055,766	100.0000%	\$ 61,227,612
			\$ 52,110,226
			\$ (9,117,386)

Population Source: DOF 1/1/08

SANBAG's Administrative Cost includes TDA Administration & Claimant Compliance Audits
 SCAG Planning apportioned to Commission counties based on LTF Revenue Estimates
 Estimated Annual LTF Receipts per SANBAG/County Auditor 12/2008

San Bernardino County Local Transportation Fund
Fiscal Year 2010 - 2011
Apportionments

Population Source: DOF 1/1/09
SANBAG's Administrative Cost Includes TDA Administration & Claimant Compliance Audits
SCAG Planning apportioned to Commission counties based on LTF Revenue Estimates
Estimated Annual LTF Receipts per SANBAG/County Auditor 12/2/2009

DISCUSSION ITEMS

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 22

Date: February 3, 2010

Subject: Announcement of Vacancies and Appointments on Regional Committees

- Recommendation:*** 1. Note four vacancies on Southern California Association of Governments (SCAG) committees. There are two vacancies on the Community, Economic and Human Development Committee; one vacancy on the Energy and Environment Committee; and one vacancy on the Transportation and Communications Committee.
2. Note vacancy on the Multiple Source Air Pollution Reduction Review Committee (MSRC).
3. Note vacancy for the alternate member from SANBAG on the Alameda Corridor-East Construction Authority. This is an ex-officio position.
4. Note vacancy on the SR 91 Advisory Committee. This is an ex-officio position.
5. Recommend the Board of Directors reappoint Mayor Paul Eaton, City of Montclair, to the Metro Gold Line Phase II Joint Powers Authority and to the Sam and Alfreda L. Maloof Foundation for Arts and Crafts with both terms expiring December 31, 2011.

Approved
Board of Directors

Date: _____

Moved: _____ *Second:* _____

In Favor: _____ *Opposed:* _____ *Abstained:* _____

Witnessed: _____

Background:

This item provides a report to Board Members related to appointments and vacancies for Board Members to serve on various committees.

1. SANBAG has a total of seven subregional appointees to SCAG Policy Committees which are made by SANBAG Presidential appointment. Councilmember Gwenn Norton-Perry has recently resigned from the SANBAG Board of Directors leaving her position on the SCAG Community, Economic, and Human Development Committee vacant. There is currently one additional vacancy for appointment to the SCAG Community, Economic, and Human Development Committee. There is also one vacancy each on the SCAG Energy and Environment Committee and the SCAG Transportation and Communications Committee. This SCAG Committee meets in the morning of every first Thursday at the SCAG offices in Los Angeles.
2. SANBAG has one appointee to the Mobile Source Air Pollution Reduction Review Committee (MSRC), whose sole mission is to fund projects that reduce air pollution from motor vehicles within the South Coast Air District in Southern California. Councilmember Gwenn Norton-Perry has recently resigned from the SANBAG Board of Directors leaving her position on the MSRC vacant. The MSRC meets on the third Thursday of the month at the offices of the South Coast Air Quality Management District in Diamond Bar.
3. SANBAG has a vacancy for the alternate member to the Alameda Corridor-East Construction Authority. SANBAG's representatives serve as ex-officio members on this Authority that addresses issues related to the transportation corridor running from Los Angeles to San Bernardino County. The Authority meets on the fourth Monday of each month at Irwindale City Hall.
4. SANBAG has a vacancy for a member to the SR 91 Advisory Committee. SANBAG's representative serves as an ex-officio member of this Committee that reviews issues and makes recommendations to the Orange County Transportation Authority on the tolls charged, operations, maintenance and use of toll revenues on SR 91 from I-15 to SR 55. The Committee meets quarterly.
5. SANBAG policies provide for the Board of Directors to make SANBAG appointments to represent SANBAG on regional committees.

It is recommended that Mayor Paul Eaton, City of Montclair, be reappointed to continue serving on the Metro Gold Line Phase II Joint Powers Authority and the Sam and Alfreda L. Maloof Foundation for Arts and Crafts. The terms of appointment for both of these committees expires on December 31, 2011.

The Metro Gold Line Phase II Joint Powers Authority is responsible for the extension of the Gold Line from Pasadena to Montclair. The Sam and Alfreda L. Maloof Foundation for Arts and Crafts oversees the preparation and implementation of the Conservation Plan for the historic Maloof buildings in Rancho Cucamonga.

Any SANBAG Board Member who has an interest in serving in any of the vacant committee positions should contact SANBAG President Paul Eaton or SANBAG staff.

Financial Impact: This item has no direct impact upon the adopted SANBAG budget. Participation by SANBAG representatives on policy committees provides for implementation and funding of programs and projects which serve the best interests of San Bernardino County.

Reviewed By: This item has not received prior policy committee review.

Responsible Staff: Duane A. Baker, Director of Management Services

Minute Action

AGENDA ITEM: 23

Date: February 3, 2010

Subject: Execution of Agreements for the J.B. Hunt Alternative Fuel Project

Recommendation:*

1. Authorize the SANBAG Plans and Programs Policy Committee (PPC) to approve Agreements with the California Energy Commission (CEC), J.B. Hunt Transport Services, Inc., Gladstein, Neandross & Associates (GNA), and the Southern California Association of Governments (SCAG) acting as Southern California Clean Cities Administrator;
2. Direct Staff to report to the SANBAG Board any actions taken by the SANBAG Committee.

Background: On August 26, 2009, Vice President Biden, along with the Department of Energy (DOE) Secretary Chu, announced that SANBAG was successful in receiving funding from the Clean Cities' FY 09 Petroleum Reduction Technologies Projects for the Transportation Sector. The following week, the CEC announced that SANBAG was a recipient of an Assembly Bill 118 grant award, created and designed specifically to provide match funding to the DOE Clean Cities grant. These two grants total \$19.2 million and will be used towards the transition of 262 tractor/trailer vehicles to liquefied natural gas (LNG), as well as the construction of two natural gas fueling stations for J.B. Hunt Trucking.

At SANBAG's January Board meeting, the Board approved the execution of an agreement to obligate the DOE funding. Because the source of funding for the DOE are Recovery Act funds, it was imperative that these funds be obligated by the DOE at the end of December and have SANBAG Board approval in early January.

*

*Approved
Board of Directors*

Date: February 3, 2010

Moved: *Second:*

In Favor: *Opposed:* *Abstained:*

Witnessed: _____

The CEC funding agreement approval has lagged behind the DOE approval. At this point, CEC Staff are confident that the funding package can be taken to the February 17, 2010 Commission meeting for approval. Since the other partners involved in the project cannot begin work until all the funding is in place, it was decided to wait until the CEC funding approval was in place to execute the agreements with the program Partners.

These pass-through agreements will involve contracts over a four-year period, for these activities:

1. SCAG for \$130,000 (acting as the Southern California Clean Cities Coalition) to provide outreach for the project;
2. GNA for \$384,000, to provide administrative, technical and consulting services; and
3. J.B. Hunt for \$18.7 million, to purchase 262 LNG tractor/trailers, to construct two LNG fueling stations, to upgrade two maintenance facilities, and for training of mechanics and drivers on LNG fueling and systems.

Therefore, Staff requests that the Board direct the PPC to review and approve the CEC funding agreements as well as the three pass through agreements. Upon approval by all parties, Staff would return to the March Board meeting with the executed contracts for informational purposes, as well as a budget amendment to the FY 2009/2010 Budget.

Financial Impact: Staffing and expenses to assist with the oversight of the DOE and CEC grants, are included in the FY 2009/2010 Budget - Task Number 81210000. Funding: Measure I Transportation Management and Environmental Enhancement funding and Local Transportation Funds, Planning. Funding to recognize the DOE/CEC funding, as well as related expenditures, will be amended into the FY 2009/21010 Budget at a future SANBAG Board meeting.

Reviewed By: This item had no prior Policy Committee Review. This item was reviewed by SANBAG Legal Counsel.

Responsible Staff: Michelle Kirkhoff, Director of Air Quality/Mobility Programs

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

Minute Action

AGENDA ITEM: 24

Date: February 3, 2010

Subject: Informational Presentation on Interstate 10 Riverside Interchange Project

Recommendation:* Receive informational presentation on the current progress of the Interstate 10 Riverside Avenue Interchange Project located in the City of Rialto.

Background: **This is an informational only item to be received by the Board.** At the January, 2010 Board meeting, a construction contract was awarded for the Interstate 10 Riverside Avenue Interchange project. With construction starting soon staff viewed this as an appropriate time to update the Board on the current status of the project.

Financial Impact: Item is for information only and does not impact the budget. TN 84110000

Reviewed By: This is an informational presentation to the February 3, 2010 Board meeting.

Responsible Staff: Garry Cohoe, Director of Freeway Construction

*

Approved
Board of Directors

Date: _____

Moved:

Second:

In Favor:

Opposed:

Abstained:

Witnessed: _____

AGENCY REPORTS

-
- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

FEBRUARY COMMUTER RAIL REPORT

1. PATRONAGE

San Bernardino Line:

Ridership on the San Bernardino Line decreased 8% from last month and was down almost 14% from the same month in 2008. So far, January patronage is back up, currently averaging 11,455 passenger trips per weekday.

San Bernardino Line Saturday service was down more than 6% from last month and also down 3% in a year-to year comparison. Preliminary January data points to a stronger month with a current average of 3,367 passenger trips per Saturday.

Sunday average ridership on the San Bernardino Line was almost 20% lower than the average last month, but was up a bit (1%) compared to December 2008. As of mid-January, average Sunday ridership is 14% higher than December with a current average of 2,343 passenger trips per Sunday.

Riverside-Ontario-Los Angeles Line:

Ridership on the Riverside Line decreased almost 5% from last month. In addition, December 2009 was slightly (<1%) slower than December 2008. A preview look at January ridership figures suggests stronger patronage with the current January average at 5,459 passenger trips per weekday.

Inland Empire-Orange County (IEOC) Line:

December average daily ridership on the IEOC Line decreased 8% from last month but was down almost 12% from the same month last year. At this point, January patronage is higher than December with the average daily ridership currently at 4,053 passenger trips per weekday.

Total System:

System wide, December average daily ridership dipped 8% from November while dropping 12% from December 2008. Early data for January puts patronage back above the 40,000 mark with the current average at 40,572 passenger trips per weekday.

Table 1

Average Weekday Daily Ridership*

	<u>San Bernardino</u>	<u>Riverside</u>	<u>IEOC</u>	<u>Systemwide</u>
December 2009	10,764	5,079	3,743	37,532
December 2008	12,481	5,104	4,245	42,764
% Change	- 13.8%	- 0.5%	- 11.8%	- 12.2%

* Adjusted for Holidays

Table 2

Average Weekend Ridership

	<u>San Bernardino Saturday</u>	<u>San Bernardino Sunday</u>
December 2009	3,020	2,049
December 2008	3,123	2,027
% Change	- 3.3%	+ 1.1%

2. ON-TIME PERFORMANCE (arrival within 5 minutes of scheduled time)

San Bernardino Line:

On-time performance for the San Bernardino line worsened just a bit from November to December. Inbound trains held steady at 93% on time but outbound trains dropped a percentage point, from 91% on time in November to 90% on time in December. Of the seventy-five reported delays, nineteen were caused by Metrolink operations and another seventeen were due to "other" operations issues.

Riverside-Ontario-Los Angeles Line:

On-time performance for the Riverside Line improved slightly from November to December. Again, inbound trains held steady (on time 96% of the time) while outbound trains picked up a point to finish December 98% on time. Track difficulties caused five of the eight reported delays.

Inland Empire-Orange County (IEOC) Line:

December on-time performance for the IEOC Line improved considerably compared to November. Although southbound trains again performed on time 97% of the time, the performance for northbound trains jumped from 89% on time in November to 97% on time in December. More than a third of the fourteen reported delays were due to signals and communications.

Table 3

On Time Performance

% of weekday trains arriving w/in 5 min of scheduled time
(December 2009 vs. December 2008)

	<u>San Bernardino</u>		<u>Riverside</u>		<u>IEOC</u>	
	In	Out	In	Out	So	No
December 2009	93%	90%	96%	98%	97%	97%
December 2008	94%	98%	98%	95%	95%	91%



South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

January 12, 2010

**Members of the
Governing Board:**

Chairman
Dr. William A. Burke
Speaker of the Assembly
Appointee

Vice Chairman
Dennis R. Yates
Mayor, Chino
Cities of San Bernardino County

Michael D. Antonovich
Supervisor, Fifth District
County of Los Angeles

Marion Ashley
Supervisor, 5th District
County of Riverside

Michael A. Cacciotti
Councilmember, City of South Pasadena
Cities of Los Angeles County/
Eastern Region

Bill Campbell
Supervisor, Third District
County of Orange

Jane W. Carney
Senate Rules Appointee

Josie Gonzales
Supervisor, Fifth District
County of San Bernardino

Ronald O. Loveridge
Mayor, Riverside
Cities of Riverside County

Joseph K. Lyou, Ph.D.
Governor's Appointee

Jan Perry
Councilmember, 9th District
City of Los Angeles Representative

Miguel A. Pulido
Mayor, Santa Ana
Cities of Orange County

Tonia Reyes Uranga
Councilmember, City of Long Beach
Cities of Los Angeles County/
Western Region

To: Mayors and Councilmembers

From: Dennis R. Yates, Mayor/City of Chino
Cities of San Bernardino County
Vice Chairman, South Coast AQMD

Attached are the agenda items and the outcome of the January 8, 2010, AQMD Governing Board meeting, and a preview of the items for discussion at the February 5, 2010 meeting.

PUBLIC HEARING ITEMS AT THE JANUARY 8, 2010 BOARD MEETING

Amend Rule 317 – Clean Air Act Non-Attainment Fees (Continued from December 4, 2009 Board meeting)

The public hearing for the proposed amended rule was continued to the January Board meeting. The newly proposed amendments incorporate provisions for an alternative baseline for calculating the applicable Clean Air Act Non-Attainment fees as requested by the Board at the April 2009 public hearing.

(Continued to April 2, 2010 Board Meeting)

Informational Hearing to Receive Public Comments on Proposed Amendment to SO_x RECLAIM Program (Regulation XX)

This item constitutes an informational hearing on proposed amendments to RECLAIM rules. In conjunction with this hearing, staff is providing a report which highlights Best Available Retrofit Control Technology (BARCT) determinations, cost-effectiveness, consultants' analyses, and options for achieving reductions from the program. The report and the informational hearing are intended to provide the Board with a status update on the rule development process, identify key issues and viewpoints, and give the public an opportunity to comment.

(Information only; No action by Board)

Approve PM10 Attainment Redesignation Requests and Adopt Maintenance Plans for South Coast Air Basin and Coachella Valley Portion of Salton Sea Air Basin

PM10 concentrations in the South Coast Air Basin and Coachella Valley portion of the Salton Sea Air Basin have met the PM10 24-hour federal standard for more than three consecutive years. This action is to request U.S. EPA consider AQMD's petition to designate both areas attainment for the federal 24-hour average PM10 standard. As required for redesignation requests, this action is also submitting PM10 Maintenance Plans for the Basin and Coachella Valley to ARB for inclusion in the SIP.

Votes: 8 Yes; 0 No; 5 Absent

Request to Revise 8-Hour Ozone and PM2.5 Transportation Conformity Emission Budgets for South Coast Air Basin and Coachella Valley

In response to a request from U.S. EPA, staff is proposing that the Board adopt revised 8-hour ozone and PM2.5 transportation conformity emission budgets for the South Coast Air Basin and Coachella Valley reflecting emission reductions associated with on-road mobile source regulations adopted by CARB during 2007 and 2008 and request CARB to forward the updated budgets to U.S. EPA for the purpose of conformity budget adequacy findings. These revisions will not impact the 2007 SIP control measures and the AQMD's SIP reduction commitment will not change.

Votes: 8 Yes; 0 No; 5 Absent

Repeal Rule 1315 and Rule 1309.1 as Amended on August 3, 2007, Decertification of CEQA Document and Set Aside of Transfer of Interdistrict Credits to Inland Energy, City of Palmdale and City of Victorville Projects

This action is to comply with an order of the Superior Court requiring AQMD to set aside its approvals of Rule 1315 and the August 3, 2007 amendments of Rule 1309.1 and the associated Program Environmental Assessment, and to set aside the approval of a transfer of interdistrict credits to Inland Energy, City of Palmdale and City of Victorville Projects.

Votes: 8 Yes; 0 No; 5 Absent

PUBLIC HEARINGS SET FOR FEBRUARY 5, 2010 BOARD MEETING

Receive Public Input on Executive Officer's Priority Goals for FY 2010-11

A set of priority goals for the FY 2010-11 Budget has been developed. The Executive Officer wishes to receive public and Board Member input on these priority goals as they serve as the foundation of AQMD's Work Program.

Rescind Rule 1309.2 – Offset Budget and Amend Rule 1309 – Emission Reduction Credits and Short Term Credits

Staff is proposing to rescind Rule 1309.2 in an effort to streamline the CEQA analysis associated with the readoption of Rule 1315 and to amend Rule 1309 to remove reference to Rule 1309.2 and add language referenced in Rule 1309.2 to Rule 1309.

ADDITIONAL INFORMATION

APPOINTING/ELECTING AUTHORITY	REGIONAL COUNCIL (12:00 noon)	POLICY COMMITTEES (RC Members Serve on One Each) (Subregional Appointments) (County Commissions Appoint One to TCC) (10:00 a.m.)		
		Community, Economic, and Human Development	Energy and Environment	Transportation and Communications
District 6 (Grand Terrace, Colton, Loma Linda, Redlands, Yucaipa)	P. Gilbreath			P. Gilbreath
District 7 (San Bernardino, Highland)	L. McCallon	L. McCallon		
District 8 (Rialto, Fontana)	D. Robertson	D. Robertson		
District 9 (Rancho Cucamonga, Upland, Montclair)	P. Eaton		P. Eaton	
District 10 (Chino, Chino Hills, Ontario)	G. Duncan			G. Duncan
District 11 (Barstow, Big Bear, Needles, Twentynine Palms, Yucca Valley)	B. Jahn	B. Jahn		
District 65 (Adelanto, Apple Valley, Hesperia, Victorville)	G. Coleman			
San Bernardino County	G. Ovitt			G. Ovitt
SANBAG Acting as County Transportation Commission	K. Chastain			K. Chastain
SANBAG Subregional Appointees*		B. Cortes	Vacant (J. Harrison)	Vacant (P. Leon)
*One appointee to each policy committee for a total of three appointees per subregion, plus one additional appointee for every SCAG District over three in the subregion. SANBAG has a total of seven subregional appointees to the policy committees.		G. Norton-Perry Vacant (J. Mitchell)	E. Scott	J. Pomierski

Rules of Appointment

1. SANBAG policy stipulates that all SANBAG appointees be SANBAG Board Members.
2. SCAG President appoints Regional Council members to Standing and Policy Committees.

Terms of Appointment

Terms of appointment for Regional Council members representing odd numbered districts expire immediately following the SCAG General Assembly in April of odd numbered years. Terms of appointment for Regional Council members representing even numbered districts expire immediately following the SCAG General Assembly in May of even numbered years. SANBAG appointments to SCAG Policy Committees are for a term from May through the next regular SCAG general assembly of the following year.

Stipend

SCAG provides Regional Council members \$100 per day for a maximum of four meetings per month, plus mileage. A stipend for the fifth meeting per month may be received on approval by SCAG's Executive Director. SCAG also provides subregional appointees representing SANBAG on SCAG Policy Committees \$70 per meeting.

Meeting Information

The regular meetings of SCAG Regional Council, Standing Committees, and Policy Committees are on the first Thursday of each month at the SCAG Offices located at 818 W. Seventh Street, Los Angeles:

10:00 a.m., Policy Committees

12:00 noon, Regional Council

Policy Committees

Community, Economic, and Human Development: Provides policy recommendations to the Regional Council on subjects of housing, land use, resource, economic, community development, infrastructure, employment, and regional disaster preparedness issues. Reviews and recommends to the Planning Committee revisions to the Housing, Economy, Growth Management, Human Resources, and Finance Chapters of the Regional Comprehensive Plan and Guide.

Energy and Environment: Acts as the policy advisory committee to the Regional Council on environmental issues, including air and water, hazardous, solid waste management, natural resources conservation, and energy conservation. Reviews the Environmental Impact Report of the Regional Comprehensive Plan and Guide. Provides recommendations to the Planning Committee on state and federal legislative proposals and administrative guidelines affecting environmental quality, resource conservation, and

Transportation and Communications: Acts as the policy advisory committee to the Regional Council on all regional matters pertaining to the movement of goods and people on land, water, and air. Reviews and recommends to the Regional Council all major utility development plans. Addresses the location, size, or capacity, timing, and impact of facilities.

[illegible]

<u>Policy Committee Meeting Times</u>	
Administrative Committee	Second Wednesday, 9:00 a.m., SANBAG Offices
Commuter Rail & Transit Committee	Third Thursday every other month following the SANBAG Board meeting (Odd Months), 12:00 noon, SANBAG Offices
Major Projects Committee	Second Thursday following the SANBAG Board meeting, 9:00 a.m., SANBAG Offices
Mountain/Desert Committee	Third Friday, 9:00 a.m., Apple Valley
Plans & Programs Committee	Third Wednesday, 12:00 noon, SANBAG Offices

SANBAG Ad Hoc Committees

COMMITTEE	PURPOSE	MEMBERSHIP
<p>Audit Subcommittee of the Administrative Committee</p> <p>In November 2008, the Board approved the creation of an Audit Subcommittee of the Administrative Committee to strengthen the financial oversight function of the Board.</p> <p>Additional SANBAG Board Members may be appointed annually at the discretion of the Board President.</p>	<p>The responsibilities of the Audit Subcommittee shall be to:</p> <ul style="list-style-type: none"> • Provide a direct contact between the independent auditor and the Board of Directors before, during and after the annual audit. • Work with the auditor and SANBAG staff on reviewing and implementing practices and controls identified in the annual audit. 	<p>Audit Subcommittee (for FY 2008-2009 Audit)</p> <ul style="list-style-type: none"> - SANBAG President – Paul Eaton, Montclair - Vice President – Brad Mitzelfelt, Supervisor - Immediate Past President – Gary Ovitt, Supervisor - Presidential Appointment – Pat Gilbreath, Redlands
<p>Ad Hoc Committee to Review Council of Government Roles</p> <p>In June 2006, the SANBAG President appointed the committee.</p>	<p>Reviews SANBAG activities and Board Member requests related to SANBAG's role as a Council of Governments.</p>	<p>Kelly Chastain, Colton (Chair)</p> <p>Dennis Hansberger, SBCO, representing East Valley and Mountain/Desert</p> <p>Josie Gonzales, SBCO, representing the East Valley</p> <p>John Pomierski, Upland, representing West Valley and recognizing his position as Major Projects Committee Chair</p> <p>Pat Morris, San Bernardino, representing the East Valley</p> <p>Paul Eaton, Montclair, representing the West Valley and recognizing his position as Plans & Programs Committee Chair</p> <p>Vacant - Jim Lindley, Hesperia, representing Mountain/Desert and recognizing his position as Mountain/Desert Committee Vice Chair.</p>
<p>Ad Hoc Committee on Litigation with San Bernardino County Flood Control District</p> <p>In January 2007, the SANBAG President was authorized to appoint an ad hoc review committee of SANBAG Board Members who do not represent local jurisdictions party to the San Bernardino County Flood Control District vs. SANBAG litigation relative to the Colonies Development.</p> <p>In April 2008, the role of this committee was expanded to include the Cactus Basin litigation.</p>	<p>Reviews and provides guidance on litigation with San Bernardino County Flood Control District regarding the Colonies Development and the Cactus Basin in Rialto.</p>	<p>Pat Morris, San Bernardino, Chair</p> <p>Mark Nuaimi, Fontana</p> <p>Pat Gilbreath, Redlands</p> <p>Richard Riddell, Yucaipa</p> <p>Larry McCallon, Highland</p>

SANBAG Ad Hoc Committees (cont.)

COMMITTEE	PURPOSE	MEMBERSHIP	TERMS
<p>Ad Hoc Committee on Consolidated Transportation Services Agency</p> <p>This new Ad Hoc Steering Committee was approved by the Board of Directors on December 2, 2009. The SANBAG President has appointed seven members to the newly created committee.</p>	<p>Makes recommendations to the Commuter Rail and Transit Committee and Board of Directors on designation of a Consolidated Transportation Services Agency for the San Bernardino Valley to coordinate the delivery of transportation services to seniors, disabled persons and persons of low income.</p>	<p>Paul Eaton, Montclair Gary Ovitt, Supervisor Josie Gonzales, Supervisor Pat Morris, San Bernardino Kelly Chastain, Colton Dennis Yates, Chino Richard Riddell, Yucaipa</p>	<p>On or before 12/31/2010</p>

SANBAG Acronym List

This list provides information on acronyms commonly used by transportation planning professionals. This information is provided in an effort to assist SANBAG Board Members and partners as they participate in deliberations at SANBAG Board meetings. While a complete list of all acronyms which may arise at any given time is not possible, this list attempts to provide the most commonly-used terms. SANBAG staff makes every effort to minimize use of acronyms to ensure good communication and understanding of complex transportation processes.

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ARRA	American Recovery and Reinvestment Act
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CMAQ	Congestion Mitigation and Air Quality
CMIA	Corridor Mobility Improvement Account
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CPUC	California Public Utilities Commission
CSAC	California State Association of Counties
CTA	California Transit Association
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DBE	Disadvantaged Business Enterprise
DEMO	Federal Demonstration Funds
DOT	Department of Transportation
EA	Environmental Assessment
E&D	Elderly and Disabled
E&H	Elderly and Handicapped
EIR	Environmental Impact Report (California)
EIS	Environmental Impact Statement (Federal)
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds

MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
NAT	Needles Area Transit
NEPA	National Environmental Policy Act
OA	Obligation Authority
OCTA	Orange County Transportation Authority
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PNRS	Projects of National and Regional Significance
PPM	Planning, Programming and Monitoring Funds
PSE	Plans, Specifications and Estimates
PSR	Project Study Report
PTA	Public Transportation Account
PTC	Positive Train Control
PTMISEA	Public Transportation Modernization, Improvement and Service Enhancement Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
RSTIS	Regionally Significant Transportation Investment Study
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SAFETEA-LU	Safe Accountable Flexible Efficient Transportation Equity Act – A Legacy for Users
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCIF	Trade Corridor Improvement Fund
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 st Century
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TSM	Transportation Systems Management
TSSDRA	Transit System Safety, Security and Disaster Response Account
USFWS	United States Fish and Wildlife Service
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

San Bernardino Associated Governments



MISSION STATEMENT

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993
Reaffirmed March 6, 1996